DUFOUR

YACHTS

OWNER'S MANUAL

YACHT DESIGN CATEGORY: A

IN ACCORDANCE WITH EUROPEAN DIRECTIVE 94/25/CE
AS AMENDED BY EUROPEAN DIRECTIVE 2003/44/CE

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Your agent:

Name

is **DUFOUR YACHTS'** representative and will give you all the help you need to solve any difficulties you might have during launching and masting of your boat, as well as for commissioning and maintenance technical checks. If necessary, he will help you with the administrative process of registering your boat.

As soon as you become the owner, familiarize yourself with the manual supplied with your boat, sign and date the receipt acknowledgements below, and give (or send) the last one to your agent.

Acknowledgement of receipt of the Owner's Manual. Owner's copy to be kept in your Manual

I, the undersigned:
Name
Address

owner of **DUFOUR 560** no.

confirm that I have received the **DUFOUR 560** Owner's Manual and accept its being written in the English language.

Dated:
Signature:

Detach along dotted line

✂.....

Owner's Manual receipt acknowledgement to be returned to DUFOUR YACHTS

11, Rue Blaise Pascal- 17187 PERIGNY CEDEX- FRANCE

I, the undersigned:
Name
Address

owner of **DUFOUR 560** no.

confirm that I have received the **DUFOUR 560** Owner's Manual and accept its being written in the English language.

Dated:
Signature:

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INTRODUCTION

DUFOUR YACHTS is pleased to present you with this Manual which will help you get to know your boat better.

This Manual has been produced to help you use your boat safely and enjoyably. It contains details of the boat, the equipment supplied or fitted, its systems and information about their use. Read it carefully and familiarize yourself with the boat before using it.

This Owner's Manual is not a course in sailing safety or seamanship. If this is your first boat, or you are changing to a type of boat you are unfamiliar with, for your convenience and safety, make sure you gain experience handling and using it before taking command. Your agent, your national sailing or cruising federation or your yacht club will be happy to give you information about sailing schools or qualified instructors in your area.

Ensure that forecast wind and sea conditions correspond to the design category of your boat, and that you and your crew are capable of handling the boat in these conditions. Even when your boat is suitable for them, the sea and wind conditions corresponding to design categories A, B, and C vary from severe storm for category A to severe conditions for the top end of category C, subject to dangers of abnormal gusts or waves; these are dangerous conditions in which only an experienced, trained crew in good condition, sailing a properly-maintained boat, can sail in a satisfactory manner.

This Owner's Manual is not a detailed maintenance or repair guide. In the event of problems, consult the boatbuilder or their representative. If a maintenance manual is provided, be sure to use it.

Always employ the services of an experienced professional for maintenance, fitting accessories, or modifications. Modifications that could affect the characteristics of the boat must be assessed, performed and documented by qualified personnel. The boatbuilder cannot be held responsible for modifications made without their approval.

In certain countries, a skipper's license or some form of authorization is required, or special rules and regulations are applicable.

Always maintain your boat correctly and make allowance for deterioration due to age or resulting, where applicable, from heavy or unsuitable use. Any boat, however sturdy it is, can be severely damaged if it is used incorrectly. This is incompatible with safe sailing. Always suit your speed and heading to the prevailing sea conditions.

If your boat is equipped with a life-raft, read its instruction manual carefully. The crew must have on board all the safety equipment (life-jackets, harnesses, etc.) corresponding to the type of boat, weather conditions, etc. In some countries, this equipment is mandatory. The crew must be familiarized with the use of all the safety equipment and with emergency safety procedures (man overboard recovery, towing, etc.); training sessions are regularly organized by sailing schools and clubs.

It is recommended that all persons wear appropriate buoyancy aids (life-jackets, personal flotation devices) when on deck. It should be noted that in certain countries, it is compulsory to wear a buoyancy aid (complying with national regulations) at all times.

KEEP THIS MANUAL IN A SAFE PLACE AND PASS IT ON TO THE NEW OWNER IF YOU SELL THE BOAT.

***NOTICE*: Our boats are regularly improved in the light of our customers' experiences and researched by the shipyard, and so the specifications given in this Owner's Manual are not contractually binding and may be changed without notice and without any obligation to update. This manual is intended to cover as much information as possible, so certain equipment or paragraphs might not apply to your boat. In case of doubt, please refer to the inventory which should have been given to you by your agent when you placed your order.**

I. GENERAL INFORMATION

Design category

Your **DUFOUR 560** comes under the **OCEAN-GOING** design category A.

Under conditions of normal use, your boat is designed to sail in waves with a significant height exceeding 4 m and winds of force 8 or above on the Beaufort scale, and to withstand the severest conditions.

This sailing capability is equally dependent on the skills of the crew, their physical capacities, the maintenance of the boat and its equipment.

So always take care before putting to sea.

DUFOUR YACHTS is not able to guarantee perfect functioning of the boat in exceptional sea conditions (violent storms, hurricanes, cyclones, waterspouts, etc.)

SUMMARY OF DESIGN CATEGORIES

Design category	Type of sailing	Wind strength (Beaufort)	Wind speed	Effective height of wave to be taken into account
A	Ocean-going	Superior to 8	Up to 28 m/s	Higher than 4 m
B	Open sea	Up to 8	Up to 21 m/s	Up to 4 m
C	Inshore	Up to 6	Up to 17 m/s	Up to 4 m
D	Sheltered waters	Up to 4	Up to 13 m/s	Up to 0.5 m

Check weather information before putting to sea: **Take to the sea, don't take risks!**
In port: every day, the Harbor Master's Office posts weather bulletins and forecasts over the next few days.
Météo France on 0836 68 08 08
Navifax - direct on 0836 70 18 52
VHF: CROSS transmit several bulletins per day, preceded by an announcement on Channel 16.

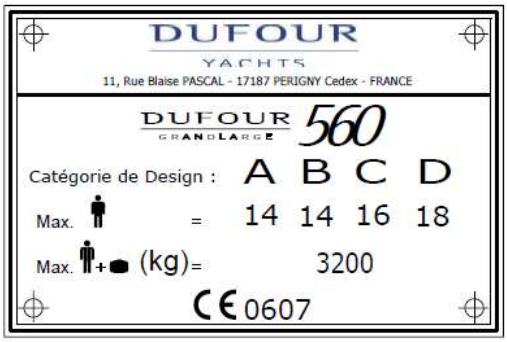
Certification

DUFOUR YACHTS has chosen the Institut pour la Certification et la Normalisation dans le Nautisme as the notified body for verifying that your boat complies with European directive CE 94/25, in accordance with module B.

Identification

The hull identification number is located on starboard side of transom. It contains a series of letters and numbers that begin with FR-DUF...

Builder's plate



Part of this information is given on the builder's plate attached to the boat. A full explanation of this information is given below.

Design category = **A** : Ocean-going (see 1.1)

Maximum number of people:

Category A = **14**
Category B = **14**
Category C = **16**
Category D = **18**

: Recommended by the builder for navigation in sea conditions for category for which it was built.

WARNING
Do not exceed the maximum recommended number of people. However many people there are aboard, the total weight of the people and equipment must never exceed the maximum recommended loading.

Recommended max. load:

Category A = **3,200kg**
Category B = **3,200 kg**
Category C = **3,200 kg**
Category D = **3,200 kg**

: recommended by the manufacturer including the weight of all persons aboard, provisions and personal belongings, and all equipment not included in the boat's light displacement, excluding the contents of the tanks.

WARNING
When loading the boat, never exceed the recommended maximum load. Always load the boat carefully and distribute the weight in a suitable manner in order to maintain the theoretical trim (approximately horizontal). Avoid placing heavy loads high up.

CE 0607 : CE mark indicating that the boat complies with all the requirements of the Directive. The sequence of digits is the code for the Certifying Body. In this case, it is ICNN (Institut pour la Certification de la Normalisation dans le Nautisme), (see also: Safety Compliance Declaration).

Degrees of danger

DANGER	**Indicates an extreme intrinsic risk that presents a high probability of death or permanent injury if proper precautions are not taken.**
WARNING	**Indicates a risk that presents a high probability of death or permanent injury if proper precautions are not taken.**
NOTE	**Indicates a reminder about safety-related practices, or points out dangerous practices that could result in personal injury or damage to the boat or its components, or to the environment.**

II. PRINCIPAL SPECIFICATIONS

	Model:	**DUFOUR 560 Grand Large**
	Boatbuilder	Dufour Yachts 11, Rue Blaise Pascal 17187 Périgny cedex FRANCE
	Designer:	Umberto Felci
	Interior design	DUFOUR Design
	Design category	A
	Notified body no.	CE/0607
	Engine #	
	Primary means of propulsion	Sail
L_{max}	LOA *	17.15 m
L_H	Hull length *	16.30m
B_{max}	Maximum beam *	5.04 m
B_H	Hull beam *	5.04 m
H_A	Mast height clearance *	23.60 m
T_{max}	Draft deep keel *	2.50 m
	Deep keel weight	4,900 kg
	Standard mainsail area (approximate)	72 m²
	Genoa area (approximate)	69 m²
	Maximum permissible on-board engine power	150 HP / 110 kW
	Water capacity excl. 50L (appx.) water heater	680 L
	Diesel capacity (approximate)	500 L
	Holding tank	100 L (+50 L+35 L an optional extra)
	Engine battery	140 Ah
	Auxiliary battery (3 standard + 2 optional)	420 Ah + (+280 Ah as an optional extra)
M_{LC}	Light displacement	17,600 kg
M_{MO}	Minimum condition displacement	18,000 kg
M_L	Maximum loading	4,300 kg
	Total weight of liquids (all tanks full)	1,195 kg
M_{LDC}	Displacement with maximum load	21,900 kg

*The above dimensions are in accordance with ISO 8866, specifically:

L_{max}: maximum length of the vessel including normally fixed parts such as roller chocks, balconies, etc.
L_H: maximum length of the vessel including structural elements that are an integral part of the vessel, and excluding removable parts.
B_{max}: breadth of the vessel measured between the outermost portions and may include detachable parts such as top rails, railings, etc.
B_H: vessel width measured between the outermost fixed portions and excluding all removable parts
H_A: vertical distance between the water plane in the lightship condition and the highest point of the mast structure. (This does not take into account equipment such as lights and antennas that can be attached to the masthead)
T_{max}: the maximum draft is measured at the lowest points of ballast on board the vessel

M_L:The Maximum Load is the sum of the maximum recommended load and the total mass of the various liquids (potable or not).

Nota bene: due to the trim and loading of the boat, is it not usually possible to use the whole of the various tank capacities for fresh water and diesel. You are recommended to maintain a diesel reserve of 20%.

Specific information

This vessel has been assessed with the help of the Stability Index (STIX), a measure of overall safety with regard to stability, which takes into account the effects of the length of the vessel, its displacement, the proportions of the hull, the stability characteristics and the resistance to flooding.

The maximum total load is the sum of the maximum recommended load and the total mass of the various liquids (see ISO 12217-2: 2002)

The second index (AVS, angle of vanishing stability) represents the heel angle at which stability is lost, in degrees.

	Minimum operating condition (M_{MO})
STIX	52,2
AVS	120,3°

III. ELECTRICAL SYSTEMS

Safety and operating instructions for the electrical system

WARNING
Improper use of the DC and/or AC systems may give rise to fire or explosion hazards.
Improper use of the AC systems may give rise to electric shock hazards.

Always:
● Check the condition of the batteries (charge and electrolyte level) and the charging system before putting to sea.
● Disconnect and remove batteries for wintering.
● Do not let battery voltage drop below 10.5 V during wintering.
● Carry spare lamps for all navigation lights and interior lighting. Respect power ratings, particularly for navigation lights.
● Check operation of the navigational instruments.
● Check operation of navigation lights before night sailings.

You must never:
● Work on an electrical installation that is live.
● Make any modification to an installation and the relevant diagrams, unless it is carried out by an electrician qualified in marine electrical work.
● Change or modify the breaking capacity of overload protection devices.
● Replace electrical apparatus or equipment with units exceeding the rated capacity without uprating wiring and protection.
● Leave the boat unattended when the electrical installation is powered, with the exception when applicable of the automatic bilge pump and the fire or theft protection circuits.

If a fuse or circuit-breaker blows continually, you should consult a specialist to determine the cause of the short-circuit.

Fitting new equipment

Since January 1st 1996, electrical equipment is subject to the European “electromagnetic compatibility” directive (Ref 89/336/CEE). It is therefore necessary for any new equipment that you may wish to install to meet the requirements of this standard and bear the CE mark. Equipment must also be supplied with a compliance certificate and instructions for use.

In the case of 220 or 110 V installations, use only double-insulated or earthed equipment. When such equipment is being installed, respect the fitting instructions (conductor size, protection).

To avoid maintenance problems, make sure that any modifications that may be made to the electrical circuit are recorded in writing in the manual.

Batteries

The battery system comprises 3 140 Ah auxiliary battery (standard) and 2 additional 140 Ah batteries (optional) and one 140 Ah battery for starting the engine.

Their capacities have been designed to handle the power requirements of the on-board accessories. To avoid any problems, it is necessary to keep a close eye on the maintenance and correct charging of the batteries.

ATTENTION!
● When installing new electrical appliances, take care that the total consumption of these appliances remains within the capacity of your batteries.
● Always disconnect the negative (-) battery terminal before the positive (+) terminal.
● Never allow a conductive object (tools, etc.) to bridge across the two battery terminals
● When handling batteries, keep them horizontal to avoid spillage of electrolyte. Wear gloves and protective clothing that will prevent any risk of contact with electrolyte in the event of a leak.
● If any electrolyte comes in contact with skin, eyes, etc., rinse the affected part of the body thoroughly and consult a doctor.

Electric windlass

ATTENTION!
It is essential to run the engine with the throttle slightly open when using the electric windlass.

220 / 110 volt installation (ISO 13297: 2000)

DANGER!
The on-board 220 V installation is protected by a circuit breaker and fitted with a residual current device. The wiring of additional 220 V on-board accessories must be carried out by professionals, and the master circuit-breaker uprated if necessary.

- Do not make any modification to the installation or the related diagrams. Installation, maintenance, and any modifications must be carried out by a qualified marine electrician. Have the system checked every 2 years.
- Disconnect the boat's power supply when system is not in use.
- Connect the metal cases or housings of installed electrical equipment to the ship's protective conductor (green or green / yellow wire).
- Use double-insulated or earthed electrical appliances.

ATTENTION!
When the boat is moored at the quayside, set the isolator to the 'off' position.

DANGER!
Your boat is not supplied with a shore/boat supply cable or a male plug for the shore outlet. The cable must be suitable for outdoor use. Its cross-sectional area must be adjusted according to its length and the rating of the main circuit-breaker (see electrical diagram). The plug must be suitable for the socket on the shore (if necessary, seek the advice of a professional). It should be as close as possible to the **IP 67 / IEC529** type

NOTICE: In order to minimize the risk of electric shock or fire.
● Switch off the shore supply at the on-board isolator before connecting or disconnecting the shore/boat supply cable.
● Connect the shore/boat supply cable at the boat end before connecting it to the shore outlet
● Disconnect the shore/boat supply cable at the shore outlet before disconnecting it at the boat end
● Close the shore outlet cover properly

You must never:
● Do not make modifications to the shore supply cable; use only compatible connectors.
● Go swimming close to a boat connected to a shore supply socket: danger of electrocution!

Location of the 220 V master circuit-breaker: starboard cockpit locker.
Have the system checked every 2 years.
During haul-out maintenance, set to the 'on' position in order to have **earth [grounding] protection** via the shore socket.

WARNING
Never let the end of a ship/shore supply cable dangle into the water. It may create an electrical field that could injure or kill nearby swimmers.

IV. GAS INSTALLATION

Operating advice

- Read carefully all instructions for cooker and regulator before use or maintenance.

- Ensure that the gas cylinder and regulator are in accordance with the requirements of the cooker (flow rate, pressure, type of gas) and with the regulations in force in the country where it is being used.

- Make sure the appliance gas taps are closed before opening the valve on the cylinder.

WARNING
● Fuel-burning naked-flame appliances use up the oxygen in the cabin and release combustion products inside the vessel. Proper ventilation is necessary: Open the deck hatch or porthole located nearby as well as the companionway when the devices are in operation.
● Never block the ventilation openings and check that appliances with flues are working properly.
● Do not use the stove as a heating device.

- Do not obstruct quick access to the elements of the gas installation (cylinder locker, shut-off valve).
- The gas cylinder must always be stowed in the sealed, ventilated space provided. The same applies to spare or empty cylinders. Keep protective devices, hoods and stoppers in place. No other equipment must be stowed in this space.
- Do not use the LPG cylinder locker to store other equipment.
- Never leave the boat unattended when gas appliances are alight.
- Close all valves in the circuit when the boat is left empty (shut-off valve, regulator valve), even if the cylinder is considered to be empty. In the latter case, detach the valves.
- After the boat has been shut up, never smoke when going below, and ensure that there is no smell of gas.
- If you smell gas, close the circuit valves and the cooker taps, ventilate the boat, and find the leak before using the installation again.

WARNING
In the event of an emergency, the circuit valves must be closed immediately (in case of fire for example).

ATTENTION!
Certain precautions must be taken to avoid any contact with naked flames or other hot areas. Do not use the stove when there is a likelihood of large roll angles or a constant list (where the stove is not mounted on gimbals).

Checking the system (ISO 10239: 2000)

Check the LPG installation for leaks regularly.
Test the LPG system for leaks before use.
Check that all connections are gas-tight as follows:

- close all valves on appliances
- open the valve on the cylinder
- wait for the pressure to stabilize
- close the valve on the cylinder
- watch the pressure level for 3 minutes; if it goes down, there is a leak – do not use the appliances
- check that all connections are gas-tight using a leak detector or by applying soapy water (cylinder valve open, others closed) or other foaming solution compliant with the EN14291 standard
- have any leaks repaired before putting the system back in service; all repairs and modifications to the system should be done by a qualified professional.

ATTENTION!
Do not use solutions containing ammonia.

DANGER!
Never use a flame to look for leaks.

Flexible hoses must be:

- Checked regularly, at least once a year,
- Replaced if the expiry date marked on the hose is passed,
- Replaced five years after the date of manufacture that may be marked on them,
- Replaced in the event of damage.

Changing the gas cylinder

DANGER!
● Close the cooker valves and supply shut-off valve before changing the cylinder.
● Do not smoke or use an open flame while the gas cylinder is being replaced.
● Ventilate the gas cylinder compartment well when changing the cylinder.

WARNING
In the case of an LPG installation:
● Never leave the boat unattended when liquid gas appliances with open flame are operating.
● Refrain from smoking or using a naked flame while LPG cylinders are being changed.
● Close the valve on the empty cylinder before disconnecting and replacing it.

V. DRAIN & SANITATION SYSTEM

Drainage system characteristics(ISO 15083: 2003)

Pump type	Theoretical flow rate
Manual	38 L @ 45 strokes/minute
12V Electrical Automatic 12V	3900 L / h 2820 L / h

Read the operating and maintenance instructions for your boat's bilge pump carefully.

WARNING
The bilge pump system is not designed to handle water entering as a result of holing of the hull. It is intended to remove water coming from spray, leaks from seacocks or other moderate leaks.

ATTENTION!
- The level of water in the bilge must be kept to a minimum.
- Make sure that bilge pumps are in working order before putting to sea.
- Regularly remove any debris that might obstruct the sump well and the pump intake points or strainers.

If the watertight bulkheads that isolate the fore- and after-peaks are fitted with valves, they should normally be kept closed and should be opened only in order to drain the water into the main bilge.
- Know where to find each hand pump and its handle
- Locate the switch for the electric bilge pump on the electrical panel.

Pressurized fresh-water pump

Fresh water is supplied to the sink and washbasins by an electric pump. A filter is installed upstream of the pump, and must be cleaned regularly.

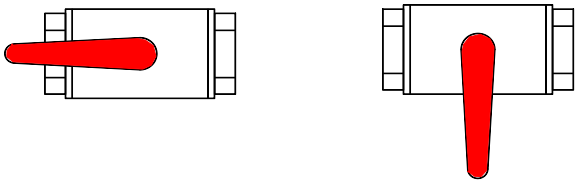
Never allow the pump to run if the tank is empty. Refill the tank before using the water supply again.

The tanks can be sterilized using Clonazone® tablets (available from pharmacies). Every year, remove the inspection covers and clean them by filling with water containing a bactericidal detergent; leave it to act for a few hours, then rinse two or three times. During wintering, fill the tanks up completely to avoid the development of algæ or bacteria, or if there is a risk of freezing, empty the tanks; never use anti-freeze.
Hot water is produced by a water-heater connected to the engine cooling circuit and the shore electric supply.
After the water-heater has been emptied, make sure that the element is covered before power is re-applied.

Seacocks

Seacocks are of the ¼-turn type:
- OPEN position: handle in line with seacock body,
- CLOSED position: handle perpendicular to seacock body.

OPEN position CLOSED position



ATTENTION!
● Never interfere with the tightening of the seacocks to the hull. In the event of a leak, consult a professional.
● In bad weather or when leaving your boat, close all the sanitation system seacocks.
● Keep seacocks closed when not being used. Remember to open and close them regularly to maintain their flexibility. If a valve goes unused for too long, it can end up binding.
● During wintering, clean and rinse the seacocks and skin-fittings. Inspect brass fittings; slight surface corrosion is normal.
● In the event of more serious corrosion, consult your agent.

Operation of the sea toilets

- Open the sea water inlet seacock.
- Open the bowl emptying sea-cock.
- Set the lever to the “FLUSH” position.
- Operate the pump.
- To empty the bowl and avoid any water slopping when heeling, set the lever to the “DRY BOWL” position.
- Operate the pump until the bowl is dry.
- Repeat these flushing / emptying operations as many times as is necessary to ensure complete emptying of the pipes.

When toilets are not being used, set the lever to the «DRY BOWL» position, or the «CLEF» position for certain models.

- Close seacocks after use, as the toilet is below the waterline.
- Change the toilet seals regularly.

Holding tank operation (ISO 8099:2000)

ATTENTION!
Where a holding tank is fitted, take care to lock the discharge valve, to avoid any accidental discharge during wintering.

- The (50L) sewage tank operates using the manual toilet pump.
- The contents of the toilet pan are discharged straight into the holding tank;
- Periodically check that the vent is working properly.
- A deck plate is provided for emptying the tank
- The discharge valve can be sealed in the closed position using a padlock.
- Once a season, arrange to clean out the tank using a biodegradable disinfectant chemical.

Leave the system empty if the vessel is to be left in below-freezing temperatures

VI. FLOODING

To avoid the risk of flooding the boat:

- Before putting to sea, always check that portholes, deck hatches and any other openings that could allow flooding are shut.
- While under way, close all seacocks when they are not in use, except for the engine water intake.
- Do not exceed the maximum recommended loading.
- The level of water in the bilges must be kept to a minimum.
- Avoid adding weight in high places so as not to affect the stability

Periodically check:

- Skin fittings, seacocks and pipes are watertight
- Proper emptying of the cockpit drains.
- Stern glands or sail-drive seals for watertightness.

WARNING
Cockpit locker lids must be fastened shut before putting to sea. This is particularly important for those lockers that represent a major flooding risk.

VII. FIRE PROTECTION

Installation

Since fire extinguishers are subject to national regulations, they are not supplied with the boat.
However, when in use this boat must be fitted with portable extinguishers with the following capacities installed in the following locations (see drawing in Appendix 17):

- No. 1 – cockpit locker, within reach of the helmsman - capacity 1 kg - 5A34B
- No. 2 – saloon near the companionway - capacity 1 kg - 5A34B
- No. 3 – Galley - capacity 1 kg - 5A34B
- No. 4 – skipper's cabin (optional)

If you decide to install a carbon dioxide (CO2) extinguisher, be aware that it may only be fitted in accommodation areas that contain powered electrical equipment (e.g. electric motors, battery compartments, electrical panels) or flammable liquids (e.g. galley).

Only compatible replacement parts must be used in fire protection system. They must bear the same markings and be technically equivalent.

In addition, a fire blanket – particularly useful in the event of a stove fire involving oil – should be stowed close to the galley (e.g. Saloon banquette).

Similarly, to protect the bridge, a fire bucket with a side board should be stored in a safe, readily accessible locker.

If non-combustible materials are stored in the engine compartment, they must be secured to avoid the risk of falling onto the machinery and must not obstruct access to the engine compartment or its exit.

WARNING
If a CO_2 extinguisher is fitted, the following information must be displayed close to its location:
"This extinguisher contains CO_2 - use only on electrical or cooker fires. To avoid suffocation after discharging, leave the area immediately. Ventilate before re-entering."
Do not open the engine compartment immediately after putting out a fire, to avoid the release of toxic smoke or spraying of burning materials (oil, water).

Safety instructions

ATTENTION!
It is the responsibility of the owner / skipper to:
● Have fire-fighting equipment checked in accordance with the stipulations of the builder and the regulations in your country.
● Replace fire-fighting equipment if it has expired or been discharged, with extinguishers of equal or greater capacity.
● Show members of the crew:
- The location and operation of fire-fighting equipment
- the location of the engine compartment discharge hole
● Ensure that fire-fighting equipment is readily accessible whenever the boat is occupied.
● to always keep the bilges clean and check that there is no fuel vapor or gas leak.
● to indicate the escape routes

You must never:
● Obstruct gangways to emergency exits (deck hatches)
● Obstruct safety controls (gas valves, fuel valves, electrical switches.)
● Obstruct fire extinguisher stowages.
● Leave the boat unattended with a cooker or heater on.
● Use a gas lamp in the boat
● Fill a fuel tank or change a gas cylinder while the engine is running, or the cooker or heater are on.
● Smoke while handling fuel or gas.
● Place free-hanging curtains near the cooker or any other appliance using an open flame.
● Store flammable substances in the engine compartment
●Modify, or allow any non-qualified person to modify, any of the boat's installations (especially electrical, fuel, or gas).

VIII. ENGINE

Regular maintenance must be carried out in accordance with the engine manufacturer's recommendations. Read carefully the engine operating instructions that come with the boat. Do not hesitate to consult your agent or a qualified professional. In particular, follow the instructions for wintering.

General precautions

ATTENTION!
Do not use sail and engine if the heel angle is more than 10°.
Any engine change must respect the capacities of the boat and be performed by an engineer specializing in marine mechanics.
After first launching and tensioning of rigging, check the alignment of the propeller shaft or the sail-drive flange ring.
● Make sure that ventilation openings (vents, engine air intake grating) are completely clear.
● Make sure that the water intake seacock for the cooling systme is open, and that water is indeed coming out of the engine exhaust.
● Boats fitted with rotating seal stern gland: bleed the air from the gland after each launch.

Put the throttle in neutral before starting the engine to keep the boat from moving and/or the propeller from turning.
On subsequent launches, a brief check of propeller fixing can be made. Incorrect operation of the folding propeller will lead to vibration
Regularly check the condition of the anodes and ensure that they are suitable for the boat's environment (fresh water, salt water). Change the anodes every year. The 3 anodes have an average life of 1–2 years.
These anodes are made of zinc. It is essential not to use magnesium ones. Impressed current cathodic protection systems should not be used.
If the anodes are not eroded, you need to check:
- That they have not been painted over,
- That they are correctly fixed and in contact with the hull,
- And that they are indeed made of zinc

Exhaust gas emission

DANGER!
Internal combustion engines produce carbon monoxide. Prolonged exposure to exhaust gasses can have serious consequences, and may even cause death.

Safety

DANGER!
In order to avoid all risk of serious injury from the propeller, the engine must not be started when there are people swimming near the boat.
Whenever possible, the engine must be stopped for any engine maintenance or checking operations. Otherwise, special attention must be paid to moving parts (propeller shafts, belts, etc.) in order to avoid any risk of injury.

Wintering

Read carefully the operating and maintenance instructions for the engine that goes with your boat and the instructions for wintering.
In the absence of other instructions, proceed as follows:

- Close the engine water intake seacock,
- Disconnect the pipe from the engine water intake seacock,
- Drain the sea-water circuit,
- Place the pipe into a drum of –25° anti-freeze coolant,
- Run the engine until the fluid comes out of the exhaust,
- At the end of this operation, re-connect the pipe to the seacock,
- Attach a notice to the electrical panel and the battery isolator to the effect that the engine water intake seacock is closed.

IX. FUEL INSTALLATION

In the event of deterioration, flexible fuel pipes must be replaced by pipes bearing the same markings. Do the same for all fuel lines.

ATTENTION!
● Depending on the trim and loading of your boat, the whole of the nominal fuel capacity may not be usable. Always maintain a 20% reserve for safety.
● Avoid contact between flammable materials and hot parts of the engine.
● Clean up any overflow of fuel that may occur when filling the tanks.

You must never:
● Store flammable materials in unventilated spaces.
● Smoke while filling tanks.
● Obstruct ventilation openings (vents, engine air intake grating) : Make sure they are completely clear.
● Modify the installation, unless work is done by a qualified technician.

X. HELM SYSTEM

The steering system plays a vital role in the safety and comfort of your boat.

Helm

The **DUFOUR 560** is fitted with a dual wheel with a system of rudder cables and chains as well as with an emergency tiller.

Checks to be carried out periodically: Check the play in the various elements (rudder stock/bearings, tension and wear in mechanical components) and grease the sprocket and chain if necessary.

In the event of any doubt or problem, consult your agent.

Emergency tiller

ATTENTION!
● The **Dufour 560** is fitted with an emergency tiller which must be kept readily accessible; we advise stowing it in one of the nacelle cockpit lockers.
● It is designed only for sailing at reduced speed in the event of damage to the helm.

To use it:
- Unscrew the deck-plate to reveal the head of the rudder stock
- Fit the tiller onto the head of the rudder stock.

XI. SAILING

WARNING
In all situations, suit the speed of your boat to the surrounding conditions and always maintain a safety margin. Pay particular attention to:
● Sea conditions, currents, the strength of the wind
● The movements of other boats
● Manoeuvres in port
● When passing through mooring areas.
● Obey the rules of right of way as set out in the Rules of the Road as established by COLREG
● Ensure that you always have enough room for stopping or for any necessary manoeuvres to avoid a collision
● Respect speed limits
● Out of courtesy and for the safety of other boats, exercise care and attention to minimise your boat's wake near other boats
● Movable items must be carefully attached when at sea

WARNING
● You must fit your boat with grab lines. Anchor-points are provided on the deck. Please refer to the deck fittings plan for your boat.
● The stability of your boat has been designed taking into account the boat's weight specification for light displacement, the standard equipment on board and the manufacturer's catalogue options.
Any alteration to on-board weight distribution (for example: adding a radar, changing the engine, etc.) can affect the stability, trim and performance of your boat.
Breaking waves represent a significant threat to stability.
Towing another boat produces significant extra loading, which will have an adverse effect on the stability of your boat.

● **You must never:**
Lift heavy weights using the boom.

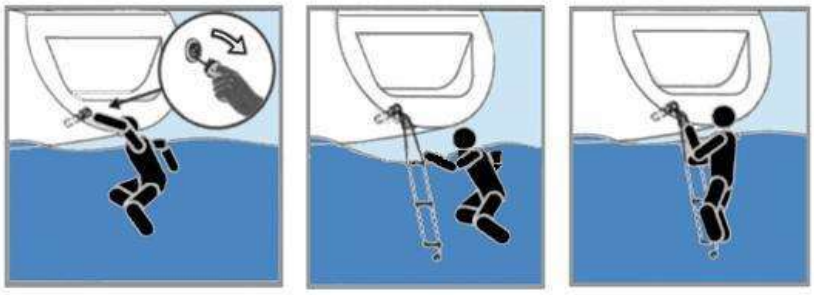
XII. FALL PREVENTION AND MEANS OF GETTING BACK ABOARD

While underway, it is recommended to move about on deck only in areas provided for this purpose. These areas (gangways, cockpit, roof, side seats, etc.) are provided with non-skid coatings or teak (depending on option selected) making it safe to move about.
On the **DUFOUR 560**, within the bounds of the life-lines and with the exception of the smooth glass surfaces, you can safely move about the entire bridge.
Note that the rear platform, when open, is not considered a secure area and it must be closed when underway.

Depending on sea conditions, wind and the degree of heel, it is also recommended to use the harness by attaching to the various attachment points mentioned in the deck fittings plan.

The **DUFOUR 560** is equipped with a swim ladder built into the stern door. In this case, lower the stern door by releasing the retrieval cord then disengage the ladder from its housing and unfold it into position.

A safety ladder is also provided in case of emergency. It is located on the rear panel, accessible from the water



XIII. LIGHTNING PROTECTION

Your boat is protected against lightning. The rigging is electrically connected to earth. Nonetheless, for your safety, it is necessary to respect certain precautions.

Maintenance

If the vessel has been hit by lightning:

- The protection installation must be inspected to detect physical damage and check the integrity of the device, as well as the continuity of the earthing.

- The compasses, electrical and electronic devices must be examined in order to ascertain if damage or calibration changes have occurred.

Protection of people during a thunderstorm

WARNING
During a thunderstorm, it is recommended that you should comply with the following instructions:
● People should stay below as much as possible.
● People should stay out of the water and not let their arms or legs hang into the water.
● While maintaining satisfactory control of the vessel and its course, persons aboard should not touch any parts connected to a lightning protection system, and especially not in such a way as to form a link between such parts.
● People should avoid touching any metallic parts of the rigging, spars, deck fittings and life-lines.

XIV. ENVIRONMENTAL PROTECTION & SAFETY

We recommend you to find out about local regulations concerning respect for the environment, and to obey international regulations against pollution in the marine environment (MARPOL), together with the codes of good practice.
Do not discharge the toilets or the contents of the holding tanks near coasts or in prohibited areas; use port or marina pumping systems for emptying the holding tanks before leaving port.

ATTENTION!
● Most cleaning products, engine oils and fuels are likely to impact the environment, so they should be discharged in authorized locations (check with the Harbor Master's office).
● Do not run the bilge pump when oil or fuel is present in the engine compartment, as these chemicals must be discharged in authorized locations.
● Certain products can also pose a risk to your safety and that of others, which is why it is important to read and follow the instructions for use.
● Chemicals must be labeled and stored in an appropriate place on the boat.

XV. SAFETY FACILITIES

There is no harmonization of mandatory safety equipment across the European Community. You should find out about current national requirements for CE-marked vessels.

In France, the skipper is responsible for ensuring that recreational craft bearing the CE mark carry aboard the mandatory handling and safety equipment stipulated for the relevant sailing category.

Your boat is provided with a stowage position for a life-raft, read the life-raft instruction manual carefully. The crew should be familiarized with the use of all safety equipment (harnesses, flare, life-raft, etc...). Training sessions are organized regularly by sailing schools and clubs.

XVI. HANDLING, TRANSPORTING, HAULOUT

When craning, take care that the slings are correctly positioned and are not fouling the propeller, the sail-drive or a fragile transducer.
Lifting frames must be wide enough, or fitted with spreaders, so as to avoid applying excessive lateral pressure on the rubbing strakes.
Avoid allowing slings to foul the life-lines. During transport or haulout, the keel should be in proper contact with its support and should be taking most of the boat's weight.
Cradle pads must be positioned against structural elements in order to exert only the pressure necessary for the boat to be properly balanced.
Take advantage of the opportunity provided by haul-outs to inspect the propeller, rudder, skin fittings, and transducers.

ATTENTION!
The aft lifting point is located near the propeller.

XVII. MOORING, ANCHORING, AND TOWING

ATTENTION! (ISO 15084:2003)

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● The anchor points for mooring and / or towing are the 2 front cleats that have a breaking strain of about 9000 kg. The aft and central cleats can also be used for docking. They have a breaking strain of approximately 6000 kg.
● The breaking strain of the mooring lines / chains must not normally exceed 80 % of the breaking strain of the anchor points – in this case, 12 mm galvanized chain and 22 mm (max) polypropylene rope.
● Tow or be towed at a slow speed. Never exceed the hull speed of a displacement boat in tow.
● Tow line should always be made fast in such a way that it can be released when under load.

Responsibility

It is the owner/operator's responsibility to ensure that the mooring lines, towing cables, anchor chains and lines, together with the anchors, are suitable for the boat's intended use, i.e. that the lines or chains do not exceed 80 % of the breaking strain of the corresponding anchor point.

Furthermore, the owner must take into account the actions required when making fast a tow cable.

charte pour la mer et les rivières

L'eau est un milieu vivant, fragile.
C'est aussi une ressource précieuse.

Pour protéger ce milieu,

- Je respecte la mer et les rivières, je n'aborde pas les sites protégés, je limite ma pêche aux espèces et tailles autorisées, j'observe les animaux sans les toucher ni les déranger.

- Avant de mouiller, je m'informe de la nature du fond pour éviter sa dégradation. De préférence, j'utilise les bouées d'amarrage.

- Je dépose mes déchets ménagers dans les containers et mes déchets toxiques, solides et liquides à la déchetterie portuaire.

- J'utilise les installations sanitaires portuaires. Je vidange mon bac à eaux noires dans les stations de pompage. J'utilise les produits détergents les plus respectueux de l'environnement.

- Je m'assure que toute opération d'entretien (bateau, matériel, équipement) est effectuée dans le respect de l'environnement. Je manipule avec précaution tous les liquides susceptibles de polluer lors de leur transvasement.

Décembre 1999

CONSEIL SUPÉRIEUR de la NAVIGATION de PLAISANCE et des SPORTS NAUTIQUES

FÉDÉRATION DES INDUSTRIES NAUTIQUES

FONDATION NICOLAS HULOT POUR LA NATURE ET L'HOMME
SOS MER PROPRE
L'eau, de la source à la mer

Au service des plaisanciers et des professionnels de la mer

Les sauveteurs en mer veillent...

Tous les marins savent qu'on ne badine pas avec la grande bleue ... Malgré les progrès considérables réalisés en matière de sécurité par les constructeurs de bateaux, un événement de mer est toujours possible et vous pouvez avoir un jour besoin des « sauveteurs en mer ».
A toute heure du jour et de la nuit, 7 jours sur 7, 3 500 bénévoles sont prêts à appareiller dans la demi-heure pour aller porter secours à ceux qui sont en difficulté ... et cela parfois au péril de leur propre vie !
C'est grâce au maillage très serré de ses 255 stations en France et dans les D.O.M. que « Les Sauveteurs en Mer » assurent aujourd'hui près de 50% du sauvetage en France.

En mer, vous pouvez avoir besoin d'eux, à terre ils ont besoin de vous...

Le sauvetage des vies humaines est gratuit mais les moyens mis en oeuvre coûtent cher. Les sauveteurs en mer, qui se recrutent de plus en plus parmi les plaisanciers, ont besoin de vous pour entretenir, moderniser et remplacer leurs moyens nautiques (1 canot tous temps coûte 4,2 MF !).
Venez donc soutenir ou même rejoindre ces marins, hommes et femmes, désintéressés, discrets et efficaces : prenez contact avec le responsable de la station la plus proche du port d'attache de votre bateau ou avec notre siège à Paris.

ENTRE MARINS...

- avant de prendre la mer, informez vos proches de vos intentions
- renseignez vous sur les conditions locales (météo, courant, etc)
- possédez des moyens radio VHF fiables et contrôlez-les
- faites porter un gilet de sauvetage aux enfants

UNE VIE HUMAINE N'A PAS DE PRIX ...,
UN CANOT DE SAUVETAGE EN A UN !

LES SAUVETEURS EN MER (S.N.S.M.)
Siège social: 31, cité d'Antin 75009 PARIS
Tel: 01 56 02 64 64 - Fax: 01 56 02 64 63 - E-mail: www.snsm.com.fr

COMITÉ DE LA CHARTE donner en confiance

Je soutiens la SNSM et j'adhère !

Je joins un chèque de: ☐ *20 € min.* ☐ *45 €* *(donateur)* - ☐ *380 €* *(bienfaiteur)*
Un reçu de déductibilité fiscale me sera adressé avec la carte et l'autocollant de membre

NOM:.....PRENOM:.....
ADRESSE.....
Téléphone:.....email:.....

XVI. GUARANTEE, TRANSFER OF OWNERSHIP

A) CONTRACTUAL GUARANTEES

Note: This guarantee does not apply to boats being used for commercial purposes (it being specified that any hiring or chartering activity falls into this category) nor to sailing boats taking part in competitions, which may be covered by special guarantees.

8 - Guarantees

a) New boats and equipment:

8.1.1 – For both Commercial Purchasers and private consumers domiciled outside the territory of the European Union, the Seller grants the statutory warranties as defined in the context of the sale of vessels by Articles 1641 and 1648 of the French Civil Code and in the context of a marine construction contract by Articles 7 and 8 of Law nr. 67.5 dated 3rd January 1967 pertaining to vessels.

8.1.2 – For Purchasers domiciled within the territory of the European Union and taking out the contract as private consumers, the Seller is required to furnish the guarantees as defined in the context of a boat sales contract by Articles 7 and 8 of the Act dated 7/1/1967 pertaining to vessels, and in the context of the Order (2005-136) dated 17/2/2005 and incorporated into the French Consumer Code. Independently of this guarantee, the Seller remains liable for discrepancies between the goods and the contract and for redhibitory defects under the conditions provided for under Articles 1641 to 1649 of the French Civil Code (see 8.1.1).

8.2 – Visible defects: acceptance by the Purchaser releases the Seller from their obligation in respect of discrepancies and visible defects.

8.3 - Contractual guarantee:
Except for guarantee or penalty clauses expressly agreed at the time of accepting the order, the Seller's guarantee is granted under the following conditions:

- The Purchaser benefits from a contractual guarantee running for two years from the date of acceptance of the vessel, as noted on the acceptance report.

- This is limited to the replacement or free repair, at the yacht-builder's discretion, of any parts acknowledged as being defective by the yacht-builder's technical services; this being without any other compensation of any kind.

- For components and accessories visibly bearing the mark of another supplier, the guarantee is limited to the guarantee offered by that supplier.

- It is stipulated that any handling, transport, parking, or convoying costs incurred in carrying out these operations remain the sole liability of the buyer/user, unless **DUFOUR YACHTS** yacht-builders offer to waive them in full or in part.

- The boat-builder's warranty excludes:
  - the cost of transporting the boat or any parts, and any consequences thereof, together with expenses and/or any damage arising out of the inability to use the boat and/or the equipment;
  - normal wear and tear;
  - cracking, crazing, or discolouration of the gelcoat;
  - damaging resulting from:
    - fortuitous events or cases of force majeure;
    - conversions and modifications, or repairs, even partial, carried out other than in work-shops authorized by the maker;
    - failure to observe the maintenance recommendations set out in the Owner's Manual supplied with the boat;
    - improper use, in particular through negligence, carelessness, abuse, or abnormal usage;
    - participating in competitions;
    - failure to take necessary protective measures;
    - unsuitable storage or transport conditions.

In order to benefit from the yacht-builder's contractual guarantee, each time they make a claim under it, the buyer/user will be required to submit the boat delivery certificate and the guarantee document, duly completed, and, on pain of rendering it void, must notify their dealer/vendor of the fault or defect in writing, in detail and with justifications, within 15 days of its being discovered.

8.4 – the guarantee covers usage at sea in wind and sea conditions acceptable for safety and in accordance with the vessel's approval category. Under these conditions, it cannot under any circumstances cover events arising during or resulting from collisions, groundings, breaking seas, tidal waves, cyclones, severe storms, and all other exceptional events and/or events arising out of an error of seamanship.

8.5 – Loss of or damage to products occurring after handover do not release the Purchaser from their obligation to pay the price.

b) Second-hand boats and equipment:

The order form specifies if the boat or equipment is second-hand. The Purchaser benefits from a contractual guarantee, covering hull and engine only, running for one year from the date of acceptance of the vessel or goods, as noted on the acceptance report.

c) In addition to the contractual guarantee detailed above, the Seller remains liable for discrepancies in the

goods and for latent defects under the conditions provided for under Articles 1641 to 1649 of the French Civil Code and the provisions of the Order dated 17/2/2005, where applicable.

B) COMMON GUARANTEE CONDITIONS

Any claim under these guarantee conditions must be made formally to **DUFOUR YACHTS** in writing as soon as the defect is discovered, and within eight (8) days for claims under the contractual guarantee. Any claim will also be required to quote the serial number of the boat concerned, and where applicable the part number(s) of the part(s) involved in the guarantee claim.

Furthermore, the request must indicate the exact circumstances under which the problem occurred.

In order to investigate the request **DUFOUR YACHTS** may ask for any details and appoint, at its own expense, a survey-or or technician of its choice to determine the circumstances of the occurrence of the problem and demand any necessary papers.

Immobilization following problems encountered and/or replacement and/or repair work, whatever the duration, does not create entitlement to compensation.

The owner shall under all circumstances remain liable for parking fees, customs dues and other ancillary expenses.

All repairs and/or replacements will be carried out by an authorized **DUFOUR YACHTS** agent or by a professional duly acting under the Boatbuilder's instructions. If the nature of the repairs requires the guarantee repair work to be carried out in **DUFOUR YACHTS** workshops or in any location other than the place where the Product is located, the owner will be liable for the cost of both outward and return transport to the Yacht builder.

In the event of the boat's needing to be taken out of the water, haul-out and re-launching costs will be at the owner's expense.

C) TRANSFER OF GUARANTEES

The guarantees are afforded to the first purchaser of the boat involved. They are only transferable with **DUFOUR YACHTS'** prior written agreement.

An ownership transfer note is supplied with the Product documents. This must be sent to **DUFOUR YACHTS** within thirty (30) days of the transfer.

This note must bear the names, addresses and telephone numbers of the old owner and the Purchaser, the date of sale, and the Product's hull number.

Upon reception, **DUFOUR YACHTS** will confirm the guarantee expiry dates and specify whether the unit has received the annual inspection that gives entitlement to the continuation of the contractual guarantees.

D) STATUTORY DECLARATIONS

Article L.211-4 of the Consumer Code:

"The seller is required to supply goods that conform to the contract and to assume liability for discrepancies existing at the moment of handover. He shall likewise be liable for discrepancies arising out of the packaging, assembly instructions, or installation when he is liable for this under the contract or it has been carried out under his responsibility."

Article L. 211-5 of the Consumer Code:

"In order to conform to the contract, the goods must:

1) Be suitable for the normally-expected use for similar types of goods and, where applicable:

- correspond to the description given by the seller and possess the qualities the latter has presented to the buyer in the form of a sample or model;

- present the qualities that a buyer may reasonably expect with regard to public declarations made by the seller, by the producer, or by his representative, particularly in advertising material or labelling;

2) Either present the characteristics defined by joint agreement by the parties, or be suitable for any special usage sought by the buyer that the seller has been made aware of and has agreed to."

Article L.211-12 of the Consumer Code:

"Actions arising out of a discrepancy lapse after two years from the date the goods are handed over."

Article 1641 of the Civil Code:

"The seller is obliged to guarantee against latent defects in the article sold which render it unfit for its intended use, or which adversely affect this use to such an extent that the buyer would not have purchased it, or would have only paid a lower price, if he had known about them."

Article 1648, Para. 1 of the Civil Code:

"Actions arising out of redhibitory defects must be brought by the purchaser within two years of discovery of the defect."

DUFOUR

YACHTS

TRANSFER OF OWNERSHIP CERTIFICATE

***

Boat model:

Hull no.:.....

From Mr: ..... Address: ……...

....

ZIP/POST CODE: .....City: ..... Tel.: .....

Date of Purchase: .....

BEING SOLD TO:

Mr/Ms: ……. Address: ……..

…… ……..

.....

ZIP/POST CODE: ..... City: ..... Tel.: .....

Date of Purchase: .....

Signed at ..... date .....

The Seller The Buyer

Signed for DUFOUR YACHTS on: .....

Return the copy within 15 days of completing the transaction to:

…

SAV DUFOUR YACHTS
11 rue Blaise Pascal
17187 PERIGNY CEDEX FRANCE

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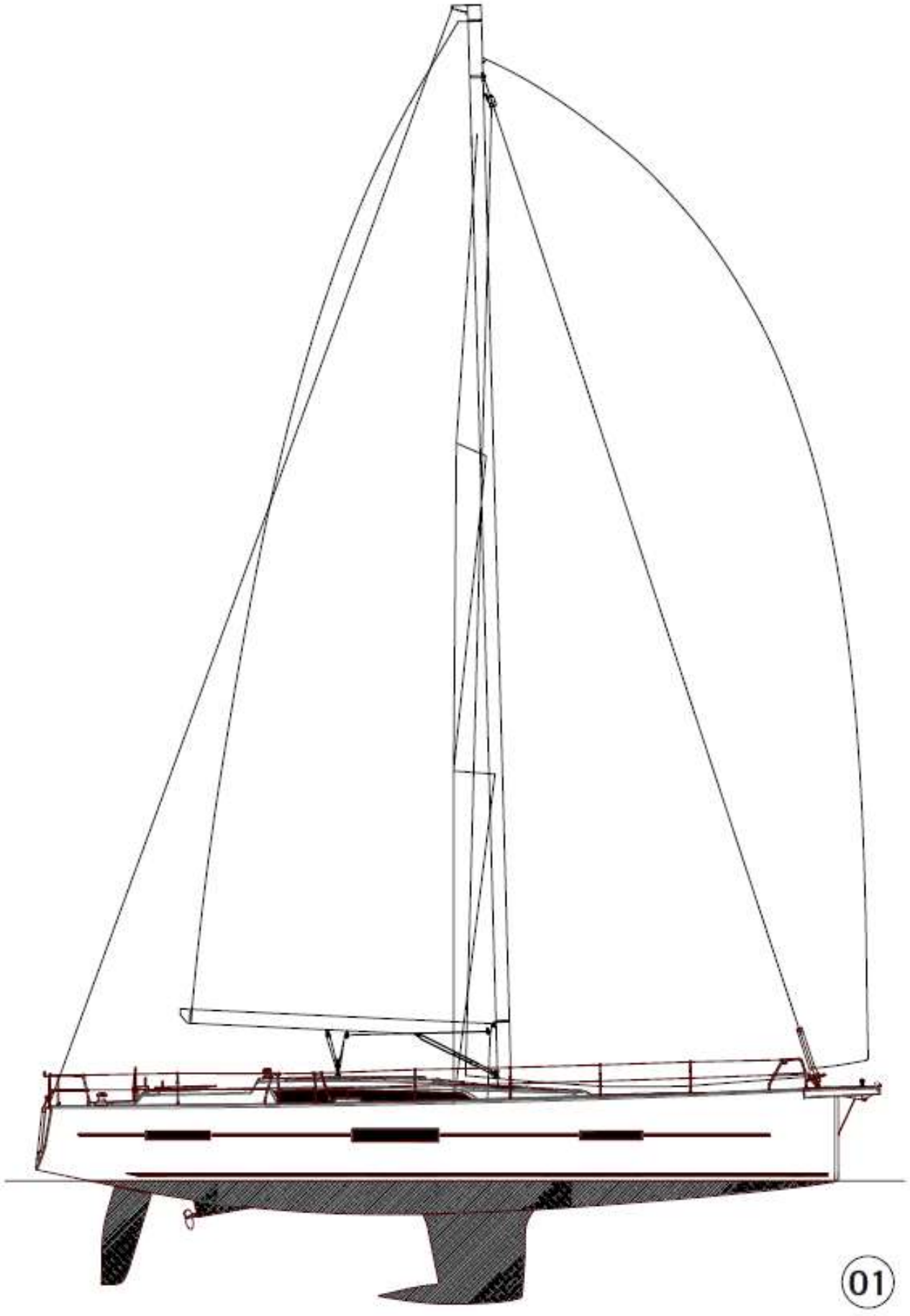
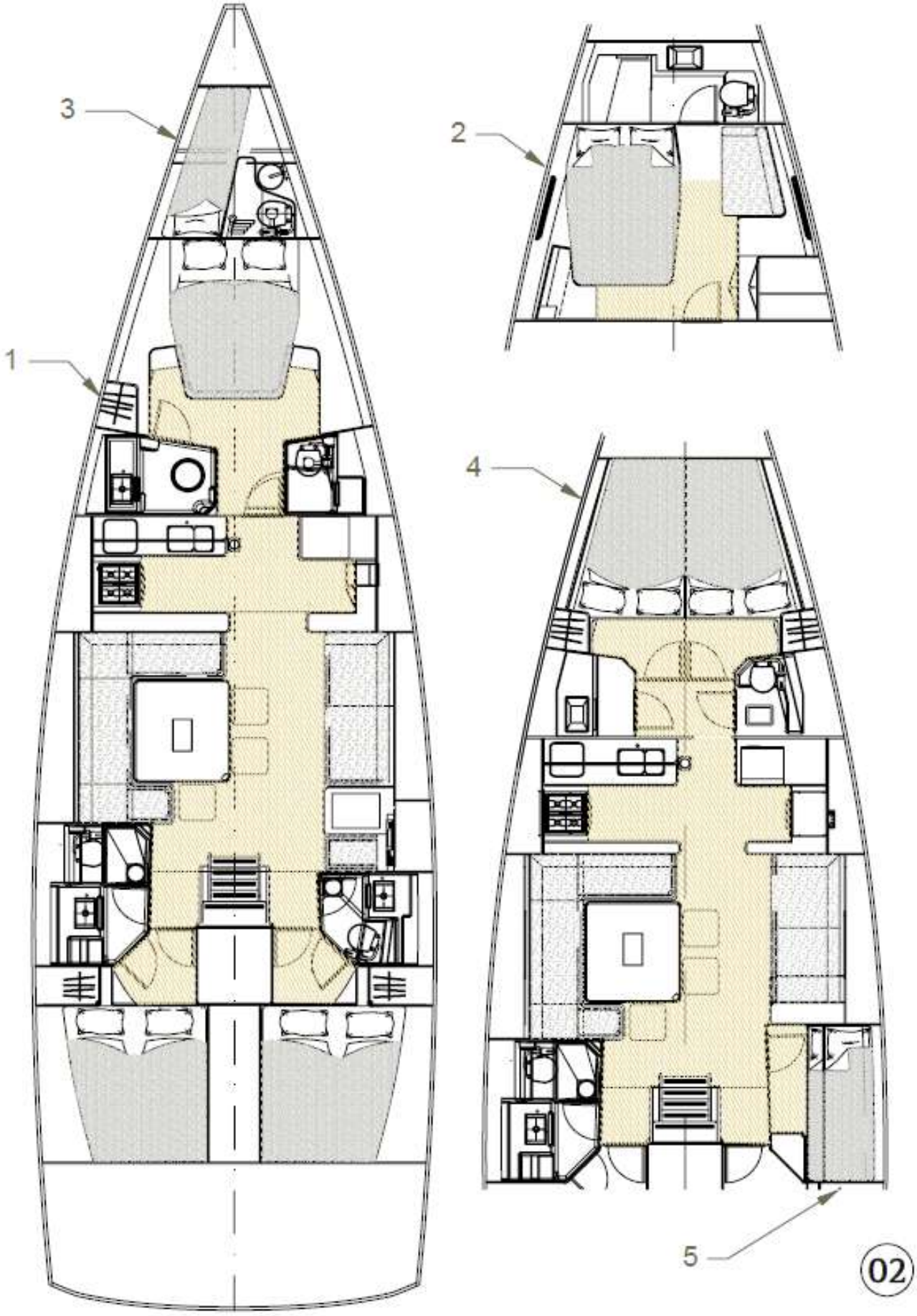
1. Presentation plan



2. Accommodation layout

Label	*Description*
1	Version 3 Cabins - central bed
2	Version 3 cabins - bed shifted to side
3	Skipper cabin - optional
4	4-cabin version
5	Pullman cabin - optional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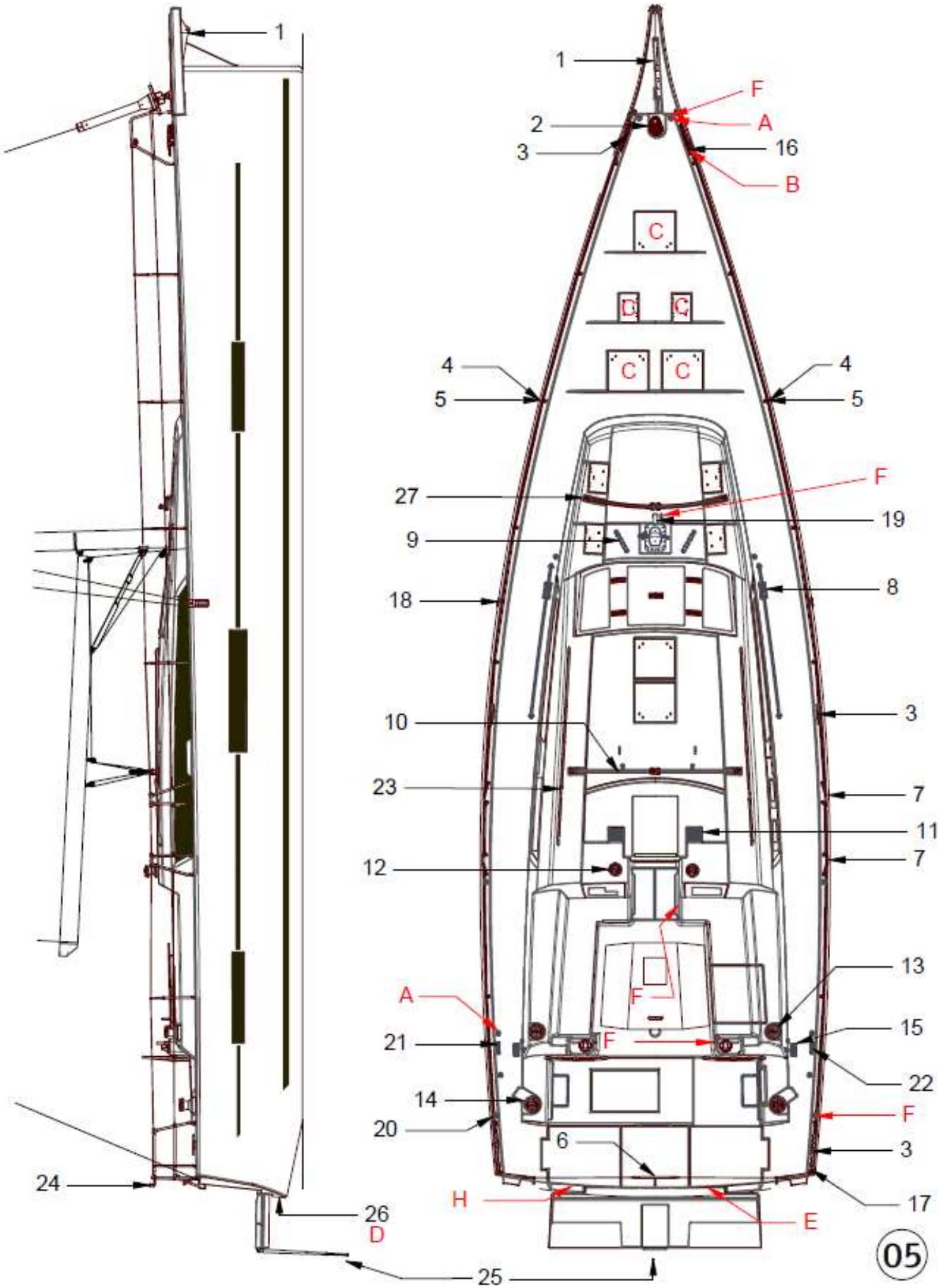
3. Deck fittings plan

Label	*Description*
1	Stem protector
2	Windlass
3	Mooring cleat
4	Stanchions
5	Chandelier bases
6	Central stern rail
7	Gangway stanchions
8	Genoa track + car
9	5 Deck organizer
10	Mainsail track + car
11	Cabin roof jamcleats
12	Halyard winches
13	Spinnaker winches *
14	Sheets winches
15	Genoa and mainsail sheet jamcleats
16	Bow rail
17	Port and starboard aft rails
18	Shroud chain-plates
19	U-bend
20	Beaching folding of spinnaker
21	Genoa Furling outhaul ratchets
22	Blocker spinnaker tack*
23	Coachroof handrail
24	Lifebelt bracket
25	Folding bathing ladder
26	Safety ladder
27	Self-tacking jib rail
A	Life-line anchor point: port & starboard cleats
B	Towing points (Port & Starboard)
C	Hatches must be closed when underway
D	“Man overboard”: reboarding ladder
E	Life raft stowage
F	Safety harness anchor point
G	Compartments (must be closed when underway)
H	Space provided for tender stowing
*	Option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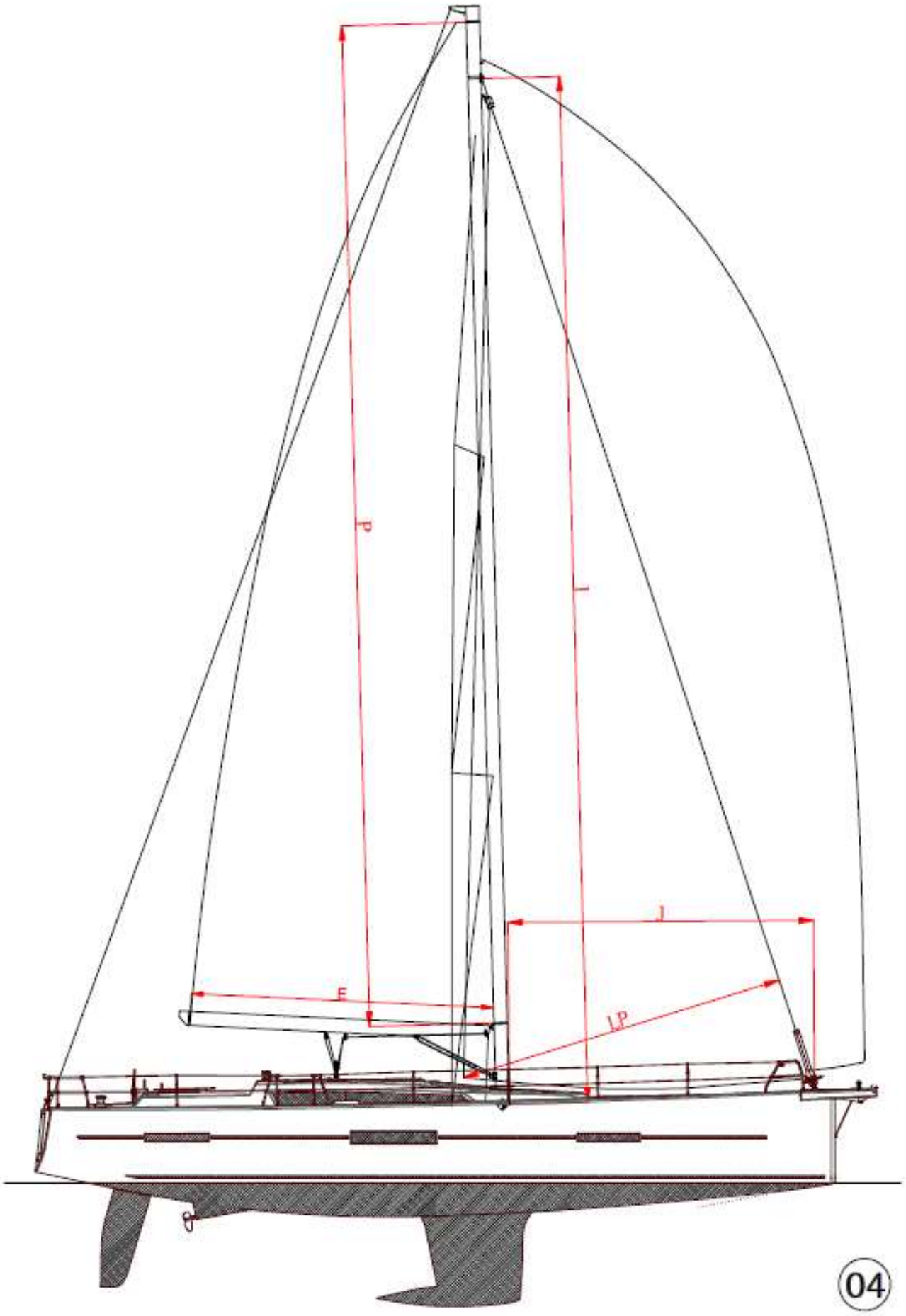
4. Sail plan

	Standard mast
I	20.43 m
J	6.20 m
P	20.00 m
E	6.20 m
Self-tacking jib LP (87%)	5.53 m
Genoa LP 107%	6.81 m
Mainsail area	72 m²
Self-tacking jib surface area	51 m²
Genoa area *	69 m²
Code 0 area *	152 m²
* Optional	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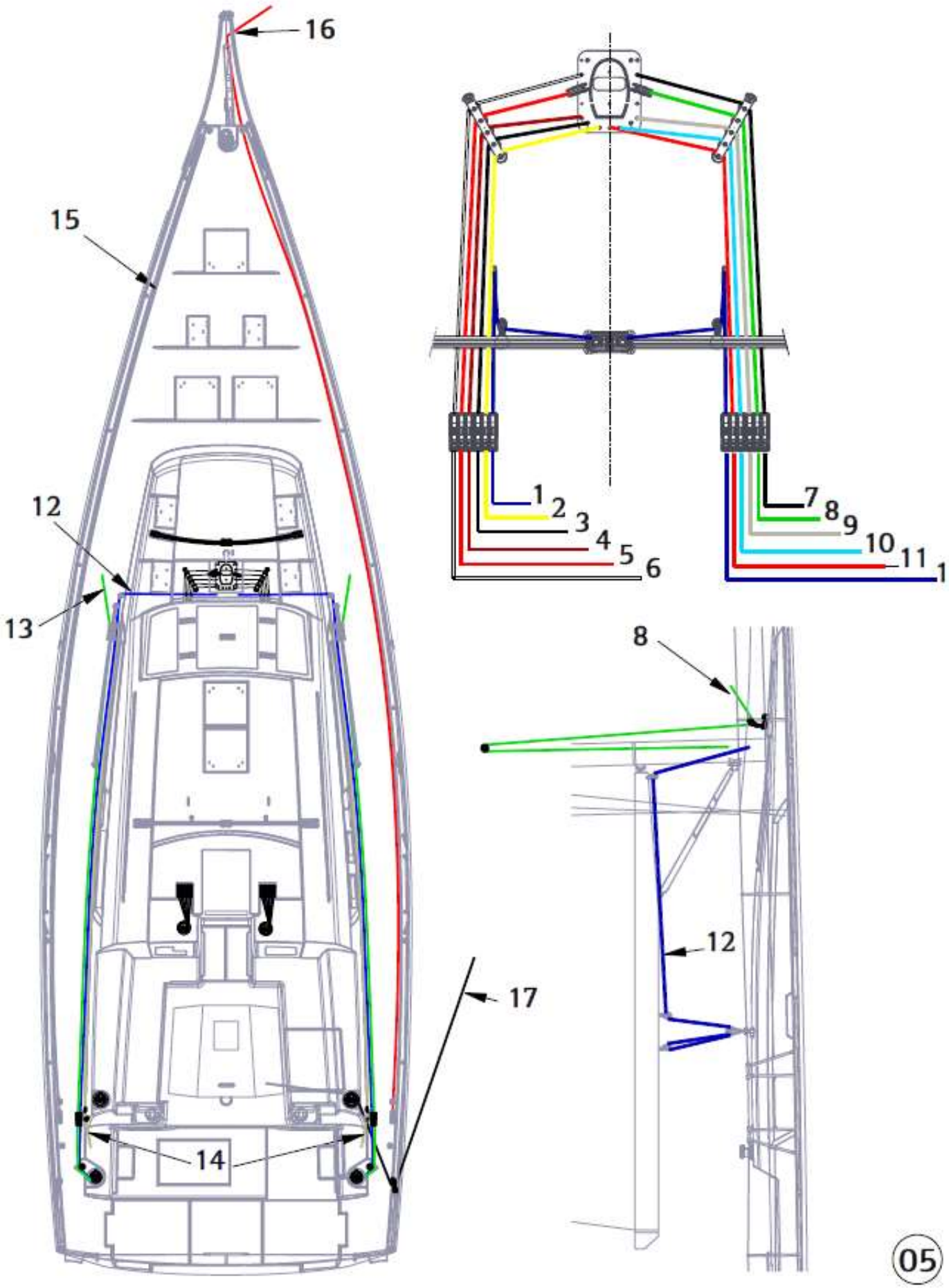
5. Halyard and sheet operating diagram

Label	*Description standard mast*
1	Mainsail car settings
2	Mainsail foot
3	Reef 1
4	Reef 3
5	Mainsail halyard
6	Spinnaker halyard *
7	Releasable forestay halyard
8	Self-tacking jib sheet
9	Genoa halyard
10	Reef 2
11	Boom vang
12	Mainsheet
13	Genoa sheet *
14	Genoa car settings*
15	Genoa furling line
16	Spinnaker tack *
17	Spinnaker sheet *
*	Option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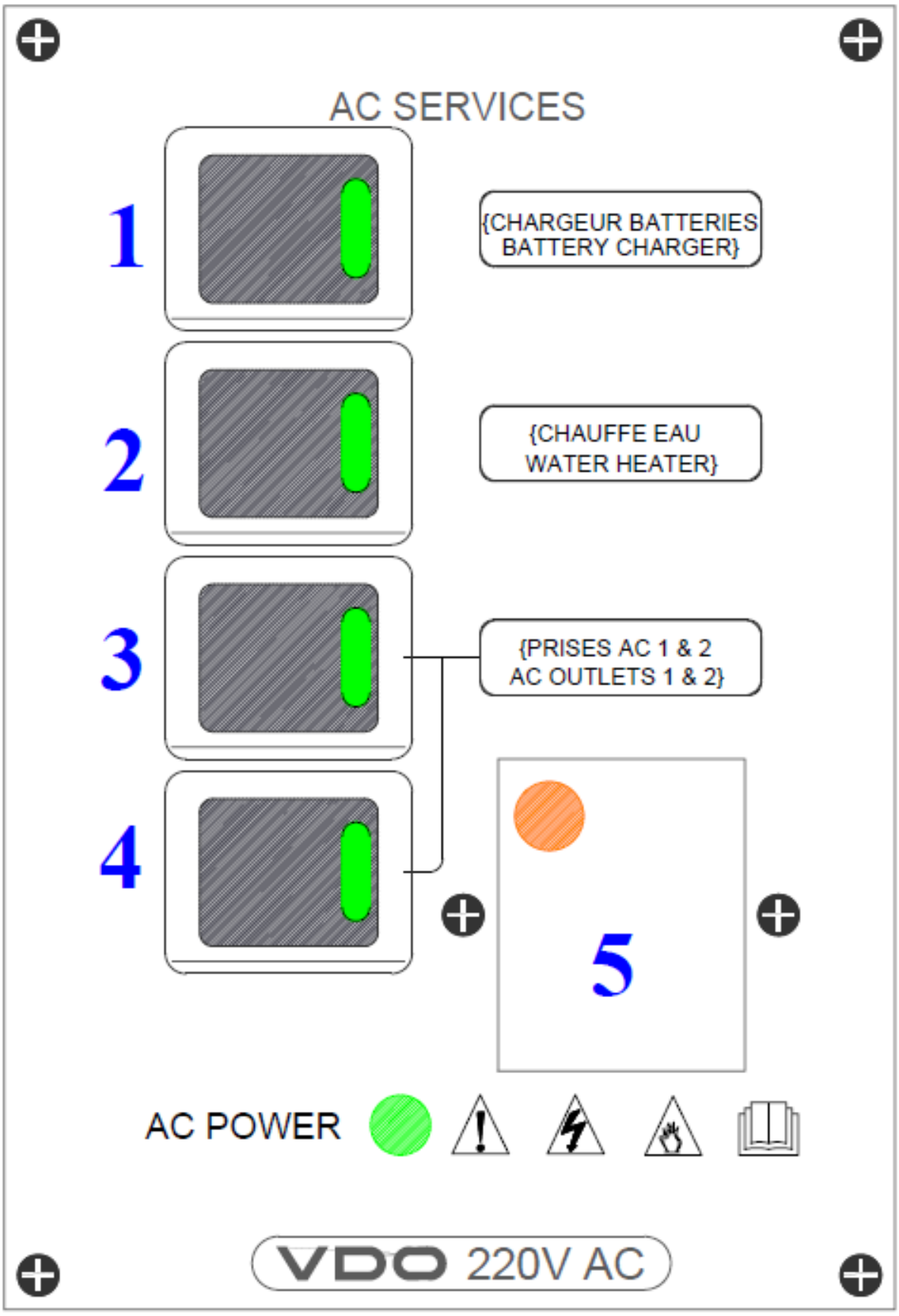
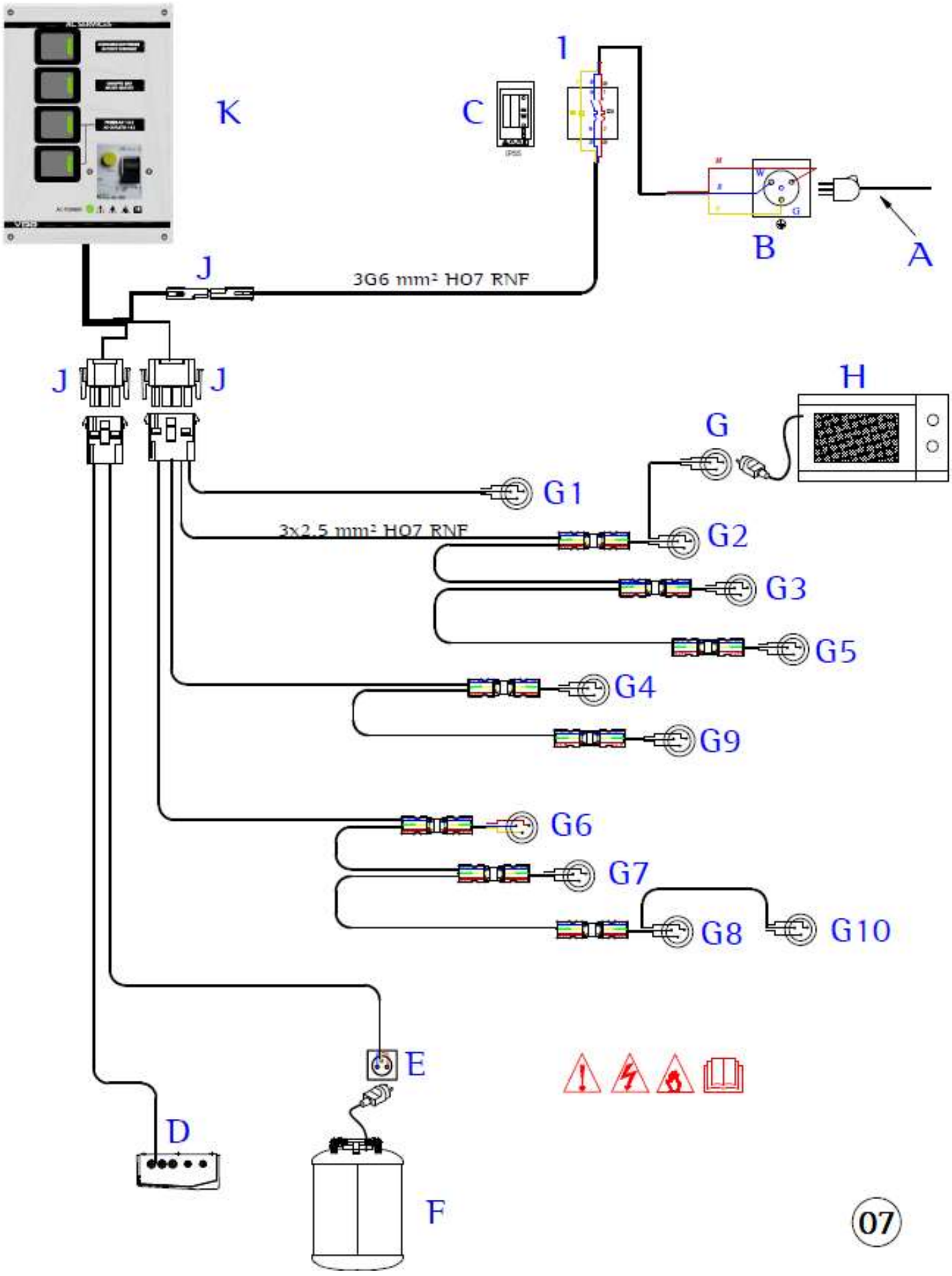
6. 220 V distribution panel diagram

Label	*Description*	
1	Battery charger	16A
2	Water-heater	16A
3	Electrical outlet	16A
4	Electrical outlet	16A
5	Differential	40A


AC SERVICES
1
{CHARGEUR BATTERIES
BATTERY CHARGER}
2
{CHAUFFE EAU
WATER HEATER}
3
{PRISES AC 1 & 2
AC OUTLETS 1 & 2}
4
5
AC POWER
VDO 220V AC

7. 220 V circuit diagram

Label	Description
	Facilities
A	220V Shore cable **
B	Shore AC connection
C	Electrical box with 32A main circuit breaker
D	Charger
E	CE waterproof plug connection
F	Water heater
G	220V10A outlets
H	220V microwave oven*
I	Connector (back panel of electrical cabinet)
J	G Connector
K	220V / 115V electrical panel
	Electrical wiring colours
b	light blue
g	green
m	brown
n	black
r	red
v	green/yellow
w	white
*	Option
**	Not supplied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3G6 mm² HO7 RNF
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3x2.5 mm² HO7 RNF
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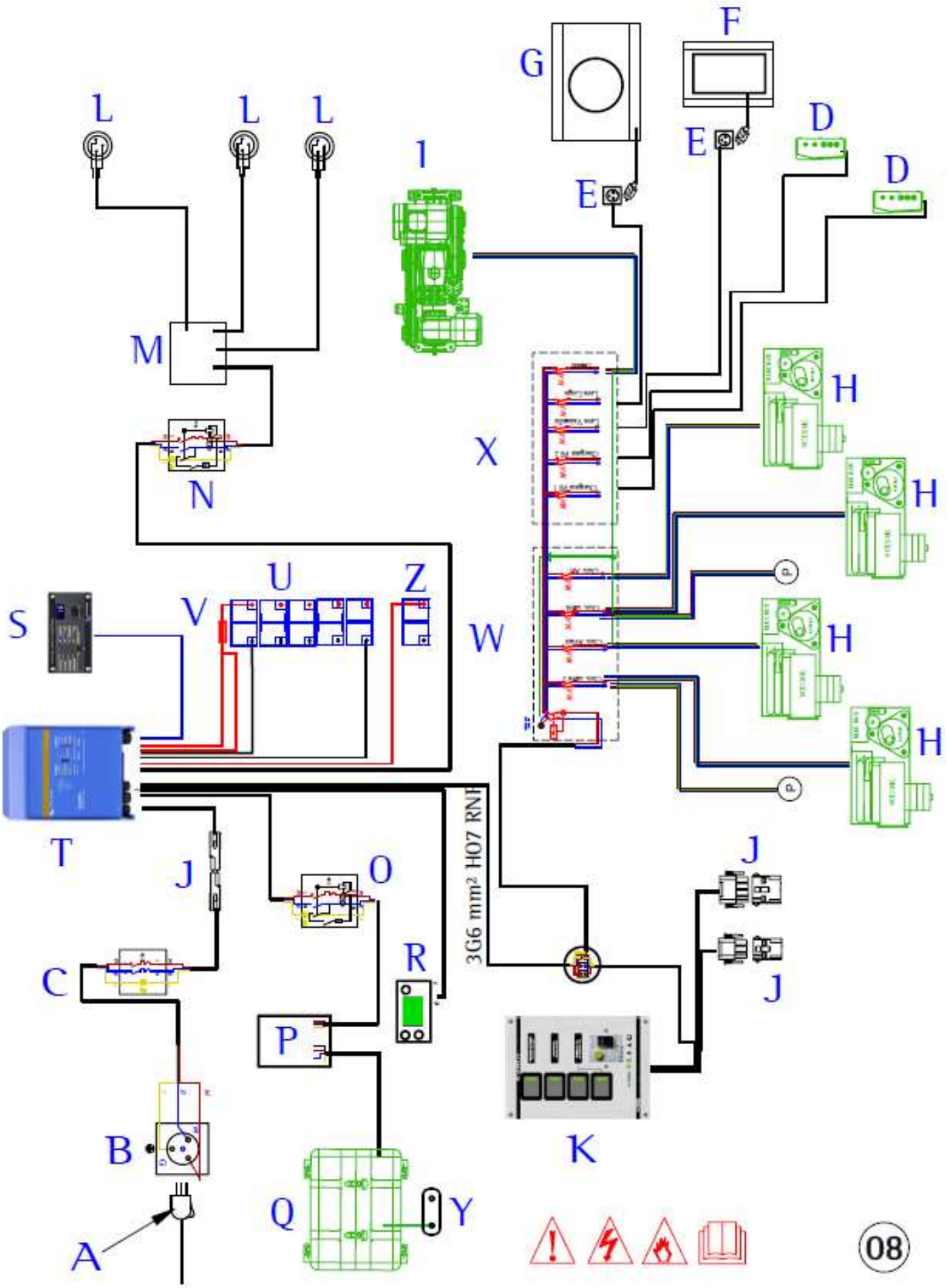
G3
G5
G4
G9
G6
G7
G8
G10
E
D
F
07

8. 220 V circuit diagram with options

Label	Description
	Facilities
A	220V Shore cable **
B	Shore AC connection
C	32A Electrical box with main circuit breaker
D	Charger thruster (bow and stern)*
E	Waterproof plug for Washing Machine or Dishwasher connection*
F	Dishwasher*
G	Washing machine*
H	Air-conditioner *
I	Desalinator 12V/220V -100L/mn*
J	Connector panel
K	220V / 115V electrical panel
L	Quattro inverted outlets (x3)*
M	Junction box (outlets)*
	Electric box with 16A-30mA differential
	Electric box with 32A-30mA differential
N	Inverter**
O	Generator*
P	Generator control panel**
Q	Quattro Combi control panel**
R	Quattro Combi 12V/220V/3000W*
S	Set of auxiliary batteries
T	500A fuse
U	Electrical box with air-conditioning circuit breakers *
V	
W	Electrical box with LL, LV, PE, and Dessal circuit breakers
X	
Y	Generator ground plate
Z	Engine battery
	Electrical wiring colours
b	light blue
g	green
m	brown
n	black
r	red
v	green/yellow
w	white
*	Option
**	Not supplied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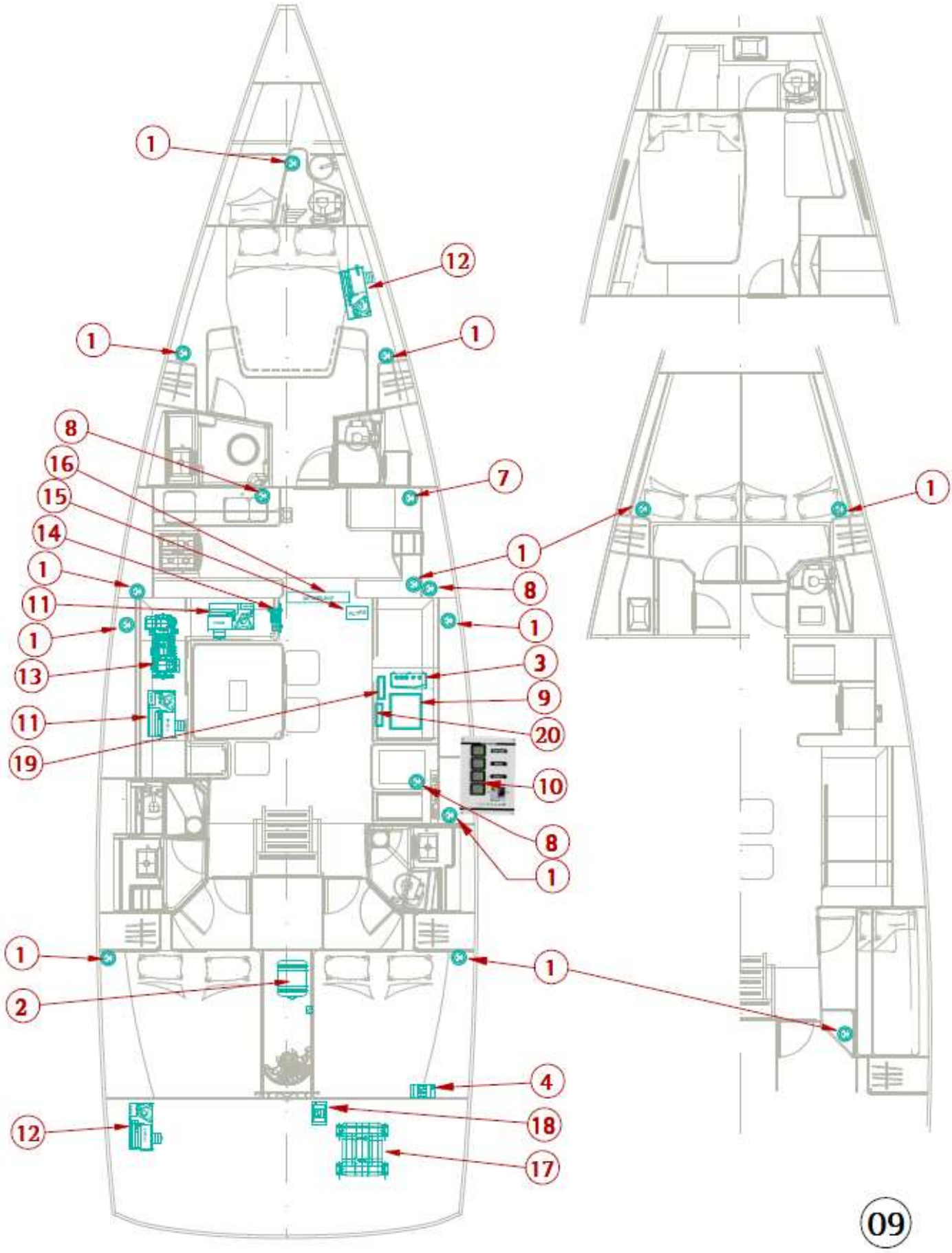
9. 220 V electrical installation diagram

Label	Description
1	220 V (or 110 V) outlet *
2	Water heater
3	Battery charger
4	Main circuit-breaker box
5	G Connector
6	Shore AC connection Microwave oven outlet* Inverter outlets (x3)
7	12V/220V/2KW inverter
8	220V / 115V electrical panel
9	Turbo air conditioning
10	12000BTU*
11	Turbo air conditioning
12	8000BTU*
13	DUO100 Desalinator*
14	Desalinator panel*
15	Desalinator filter*
16	Desalinator membrane*
17	Generator*
18	Generator electrical box*
19	Air conditioning electrical box*
20	LL, LV, Desal electrical box and chargers/thrusters*.
*	Option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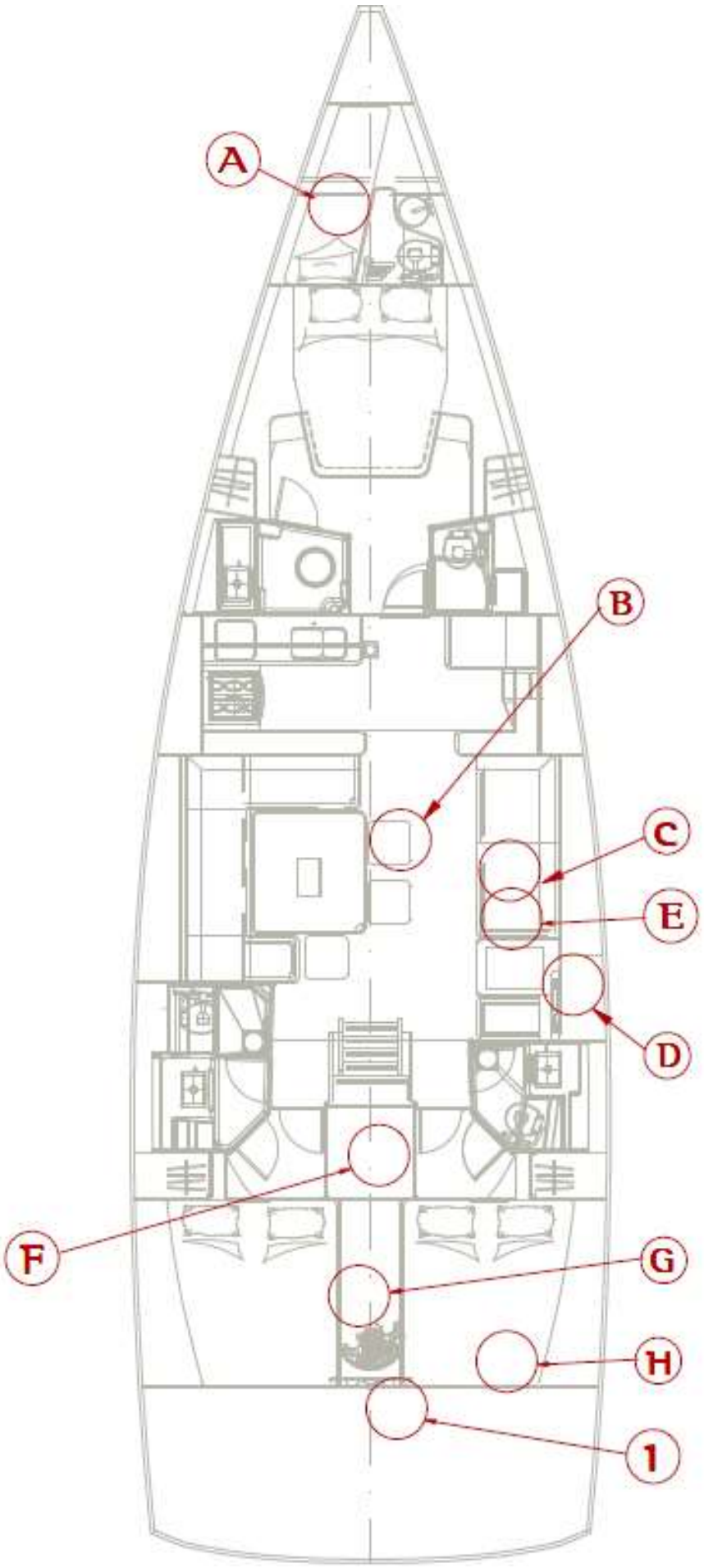
10. Fuse location diagram

Label	Description
A	*Zone A - 12 V*
	Strip fuse 400A: optional bow thruster*
B	*Zone B - 12 V*
	Strip fuse 250A: panel protection
	Strip fuse 125A: inverter protection*
	Strip fuse 500A: Quattro protection*
	100A shunt
	Blade fuse 15A: optional automatic bilge pump
C	*Zone C - 220 V*
	Differential circuit-breaker 16A: inverter protection*
	Single-pole + neutral 10A circuit breaker: fore charger/thruster protection*
	Single-pole + neutral 10A circuit breaker: aft charger/thruster protection*
	Single-pole + neutral 16A circuit breaker: Dishwasher protection*
	Single-pole + neutral 16A circuit breaker: Washing machine protection*
	Single-pole + neutral 16A circuit breaker: Desalinator protection*
	Zone C - 12 V
	Differential circuit-breaker 150A: windlass
	Resettable circuit breaker type C 63A: Desalinator*
D	*Zone D - 12 V*
	Blade fuse 15A: Freezer*
	Blade fuse 1A: with gas solenoid valve*
	Blade fuse 10A: optional thruster*
	Blade fuse 15A: Cockpit table fridge*
	Blade fuse 40A: with auto-pilot option*
	Blade fuse 1A: optional heater (x4)*
	Blade fuse 3A: with heating option*
	Blade fuse 5A: with windlass option*
	Blade fuse 5A: with navigation instrument pack option*
E	*Zone E - 6-module box 220V*
	Differential circuit-breaker 16A: air conditioning protection*
	Single-pole + neutral breaker: air conditioning compressor protection (x4)*
F	*Zone F - 12 V*
	Blade fuse 10A: bilge fan
	Differential circuit-breaker 100A: elec. winch*
	Resettable circuit breaker type C 16A: electric toilet*
	Single-pole circuit breaker 6A: rear door cylinder protection*
G	*Zone G -12V*
	Strip fuse 400A: optional stern thruster*
	Strip fuse 80A: generator*
H	*Zone H- 220 V*
	Two-pole circuit breaker: general shore protection
I	*Zone I- 220 V*
	Differential circuit-breaker 32A: generator*



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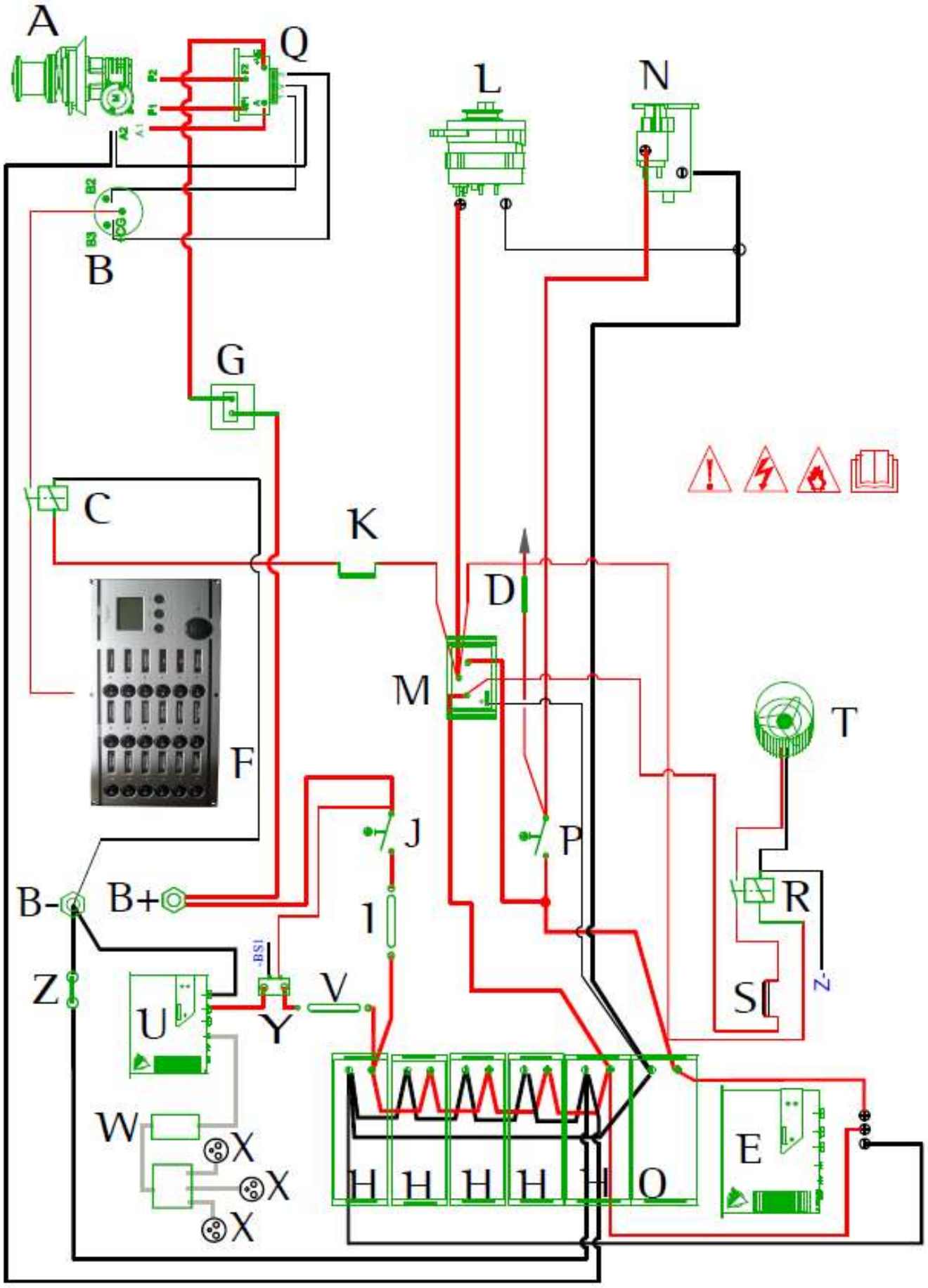
11. Charging and power system diagram

Label	*Description*
A	Windlass *
B	Windlass remote control *
C	Remote control relay *
D	8 A fuse: Engine test
E	Battery charger *
F	12 V distribution panel
G	Single-pole 150 A circuit breaker*
H	Auxiliary batteries (2 as std + 2 as option*)
I	200A fuse (auxiliary)
J	House batteries switch
K	5 A fuse*
L	Alternator
M	Distributor
N	Starter
O	Engine battery
P	Engine battery isolator
Q	Windlass relay *
R	Bilge fan relay
S	5 A fuse
T	Bilge fan
U	Inverter *
V	125A fuse: inverter*
W	Differential circuit-breaker: inverter*
X	Electrical outlet: inverter*
Y	12V relay: inverter*
Z	Ammeter shunt
B-	-ve terminal (electrical panel)
B+	+ve terminal (electrical panel)
*	Option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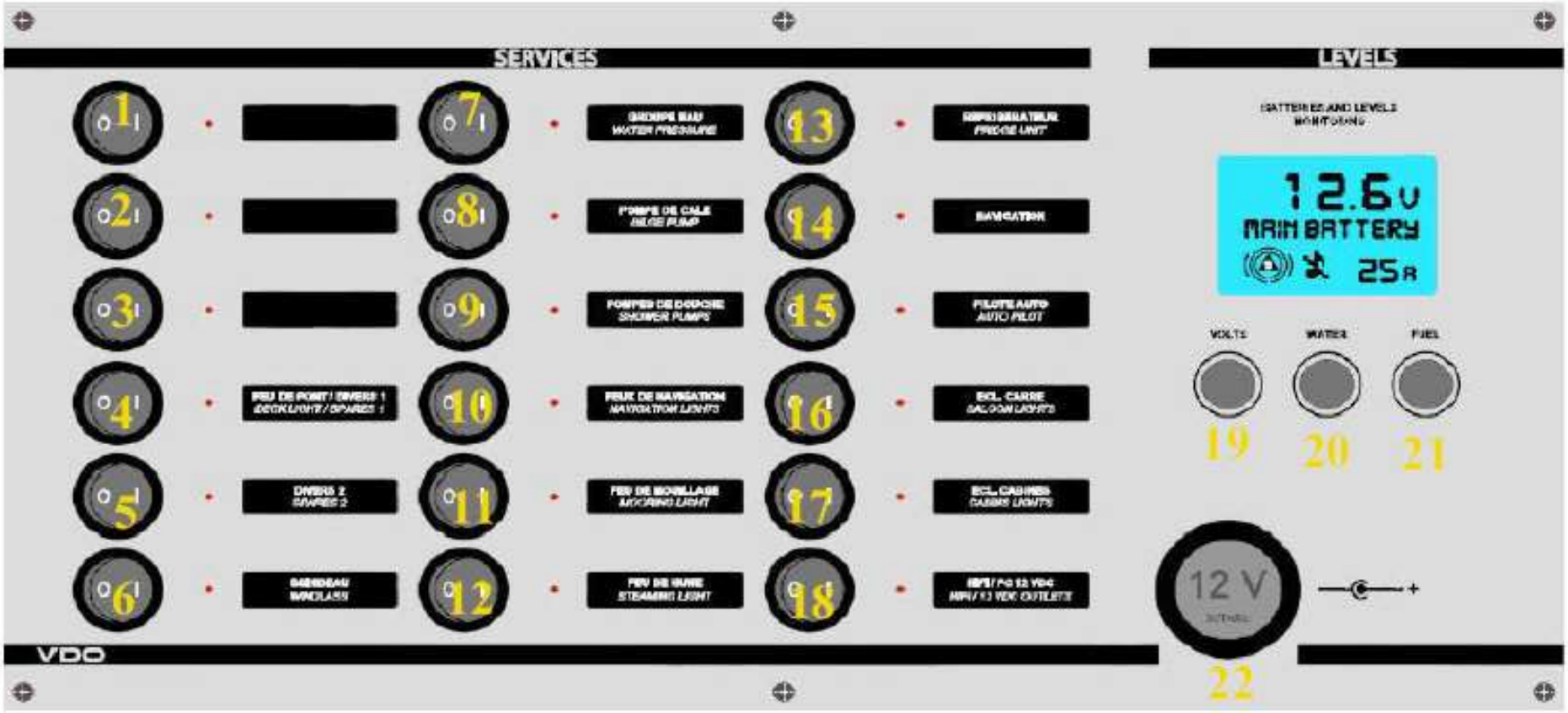
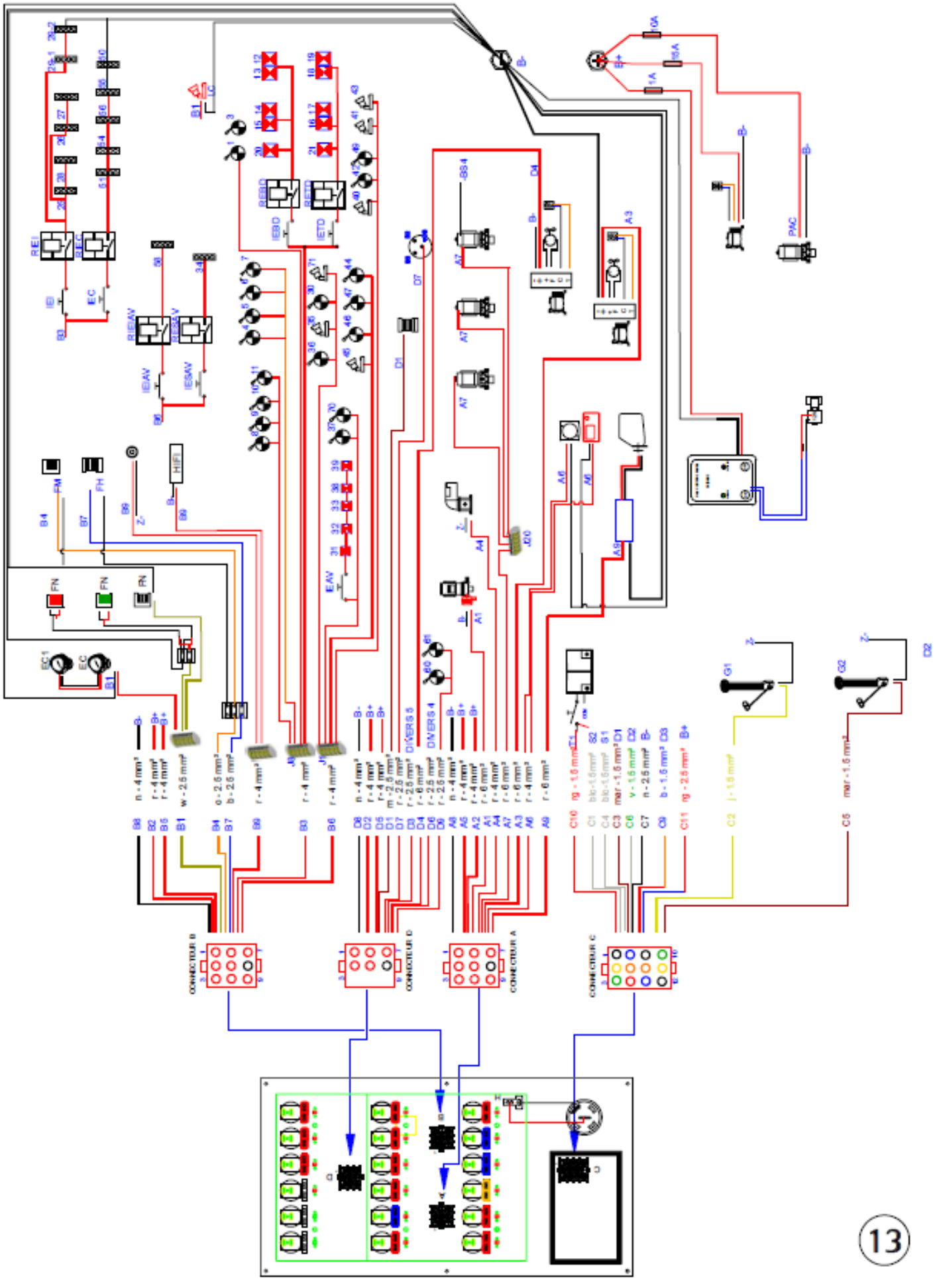
12. 12 V distribution panel diagram

Label	Description	Protection
	12 V distribution panel	
1	Miscellaneous 3	
2	Miscellaneous 4	
3	Miscellaneous 5	
4	Deck light	10 A
5	Miscellaneous 2	10 A
6	Windlass controls	10 A
7	Pressurized water system	10 A
8	Bilge pump	15 A
9	Shower drain pumps	10 A
10	Navigation lights	10 A
11	Mooring light	10 A
12	Steaming light	10 A
13	Fridge unit	10 A
14	Navigation instrument pack	10 A
15	Auto pilot	20 A
16	Saloon lights	15 A
17	Cabins lighting	15 A
18	HIFI / 12 V outlet	10 A
19	Voltmeter	
20	Fresh-water gauge	
21	Fuel gauge	
22	12 V outlet	10A


SERVICES
LEVELS
12.6V
MAIN BATTERY
25A
VOLTS
WATER
FUEL
19
20
21
12 V
22
VDO

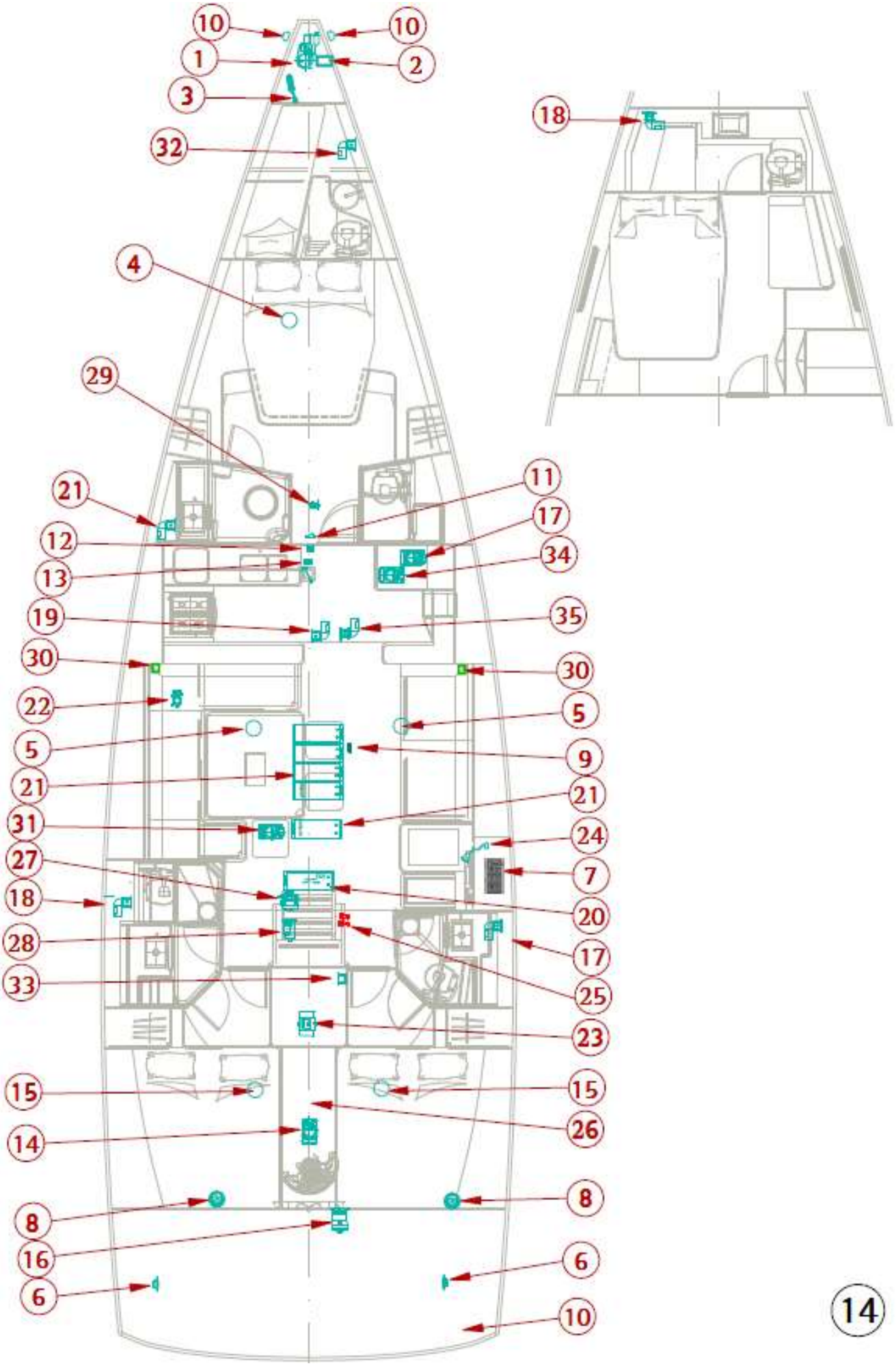
13. Terminal block diagram

Label	*Description*
A	**A Connector**
1	Pressurized water system
2/5	Battery positive
3	Fridge unit
4	Bilge pump
6	Navigation equipment**
7	Shower drain pump
8	Battery negative
9	Autopilot computer
B	**B connector**
1	Navigation lights
2/5	Battery positive
3	Saloon and chart table lights
4	Mooring light
6	Cabin and toilet lights
7	Steaming light
8	Battery negative
9	HIFI * / 12 V outlet
C	**C Connector**
6	Engine battery test – CCM
1/2/3/4	Aft water tank sensor – D2
9/10/11/12	Fore water tank sensor – D1
5	Fuel gauge sensor – G1
7/8	–ve isolator
D	**D Connector**
1	Deck light (supplied with mast)
2/5	Battery positive
3	Spares 5
4	Spares 2
6	Spares 4
7	Windlass control
8	Battery negative
9	Spares 3
	Electrical wiring colors
n	black
r	red
w	white
o	orange
m	brown
b	blue
*	Option
**	Not supplied


13

14. 12 V electrical installation diagram

Label	Description
1	Windlass *
2	Windlass relay *
3	Windlass remote control*
4	Foreward fresh-water gauge*
5	Saloon fresh-water gauge (x2)
6	Cockpit speaker
7	12V electric panel
8	Steering compass
9	Auxiliary fuse
10	Navigation lights (on mast)
11	Steaming light
12	Mooring light
13	Deck light
14	Cockpit table refrigeration unit*
15	Fuel gauge
16	Autopilot motor*
17	Refrigeration unit
18	Shower waste pump
19	Electric bilge pump
20	Engine battery 140 Ah
21	140 Ah auxiliary batteries (3 + 2*)
22	Water pump unit
23	Motor fan
24	Chart table reading light
25	Engine and auxiliary battery isolator
26	Sealed 12 V outlet
27	Alternator
28	Starter
29	Speed sensor / depth sounder*
30	Saloon loudspeaker
31	Refrigeration unit freezer
32	Chain locker rinsing pump
33	Charge splitter
34	Freezer group
*	Option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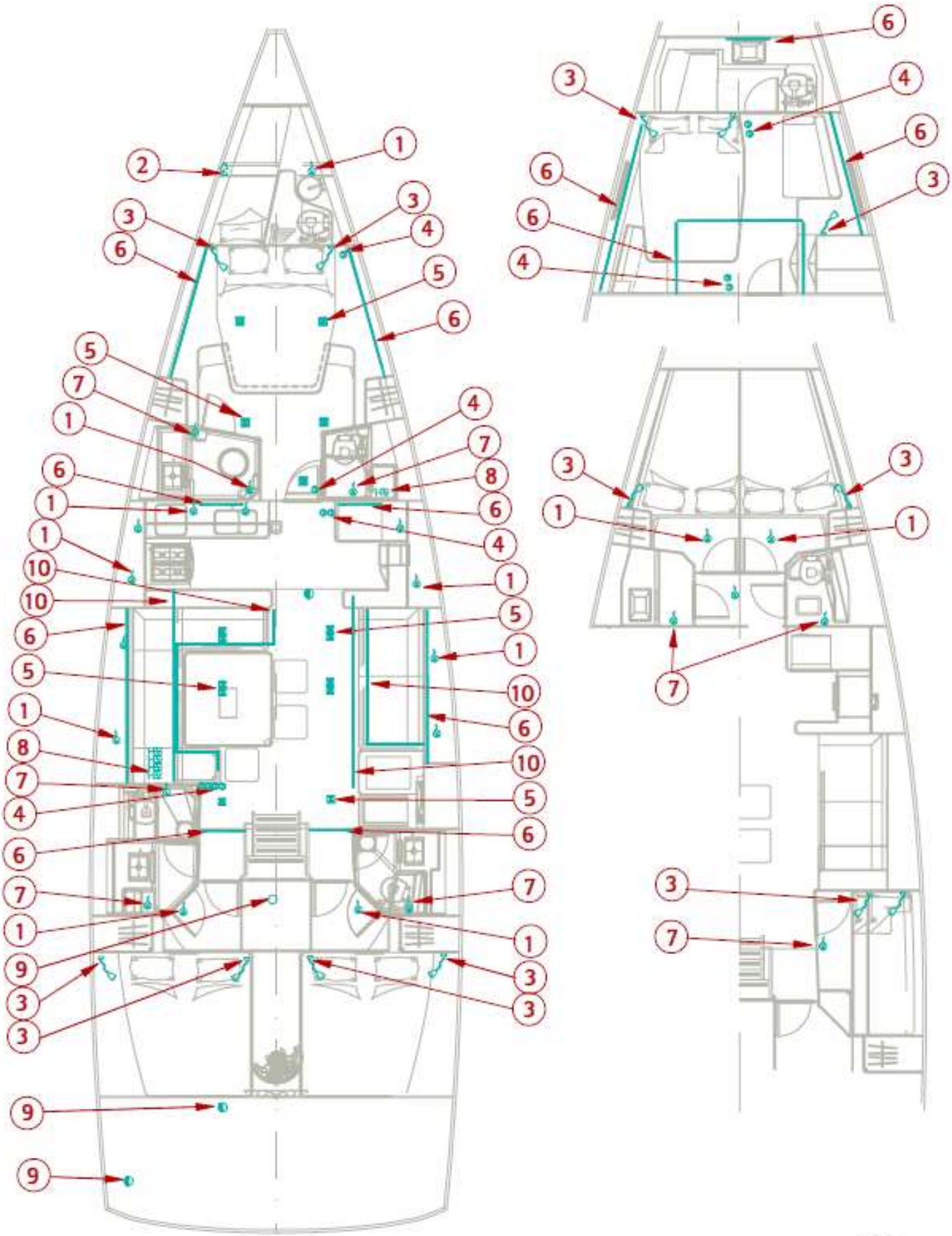
15. Lighting system

Label	*Description*
1	Round ceiling light & switch
2	LED reading light
3	Black neoprene reading light
4	Mini chrome button
5	Square ceiling light
6	Self-adhesive flexible LED
7	Bathroom ceiling light
8	Remote switch relay
9	Sealed LED ceiling light
10	Flexible LED track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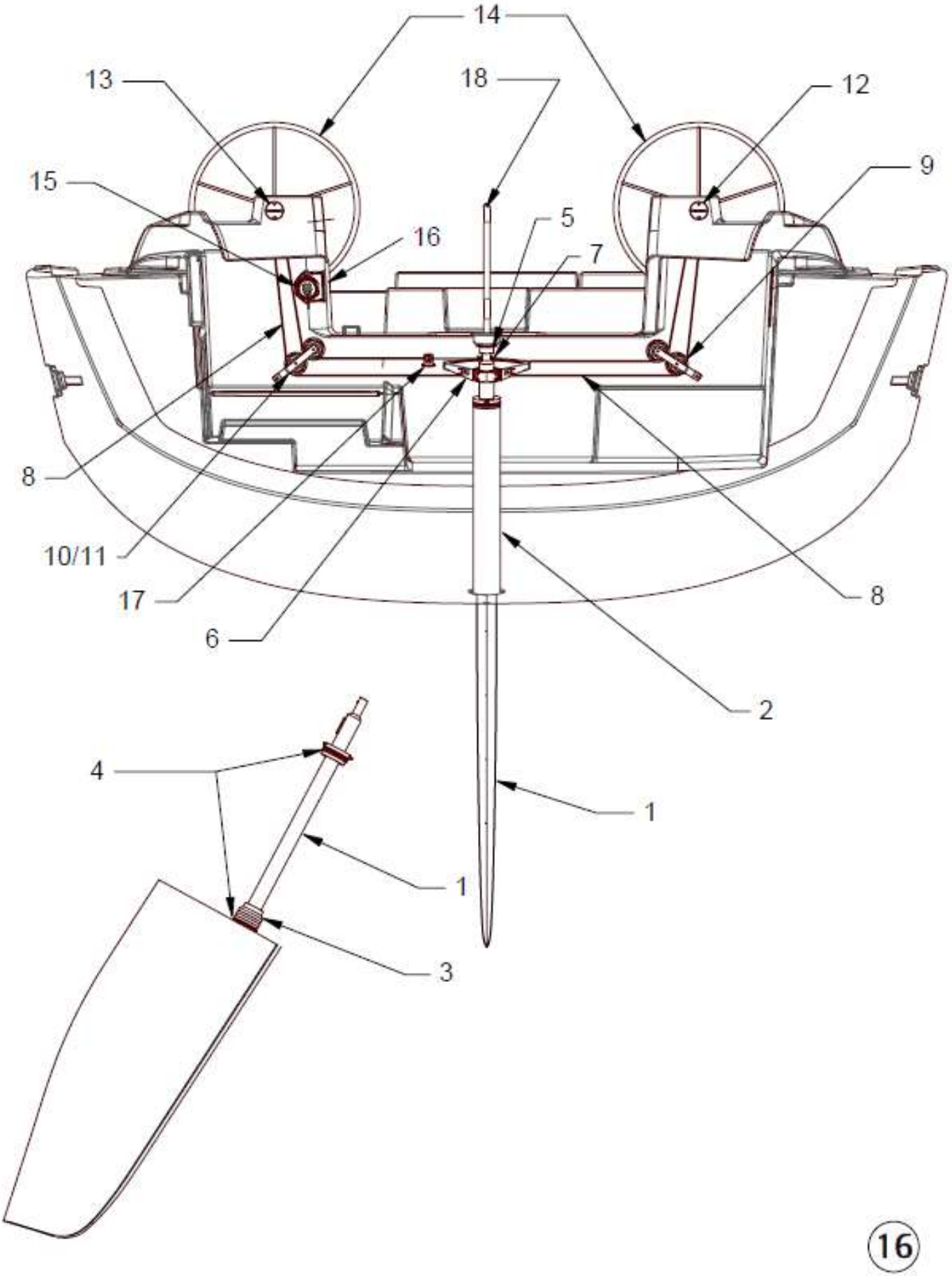
16. Steering system diagram

Label	Description
1	Rudder blade + stock
2	Rudder trunk
3	Lower bearing
4	Rudder bearings assembly
5	Top bearing
6	80 deg section
7	Section stop
8	Chain and rudder cable kit
9	Rudder cable sheaves
10	Spacer sheaves
11	Steering cable guide plates
12	Port bulkhead device
13	Starboard bulkhead fitting + brake
14	Steering wheel
15	Autopilot motor*
16	Bilge auto-pilot bracket*
17	Helm angle indicator*
18	Emergency tiller
*	Option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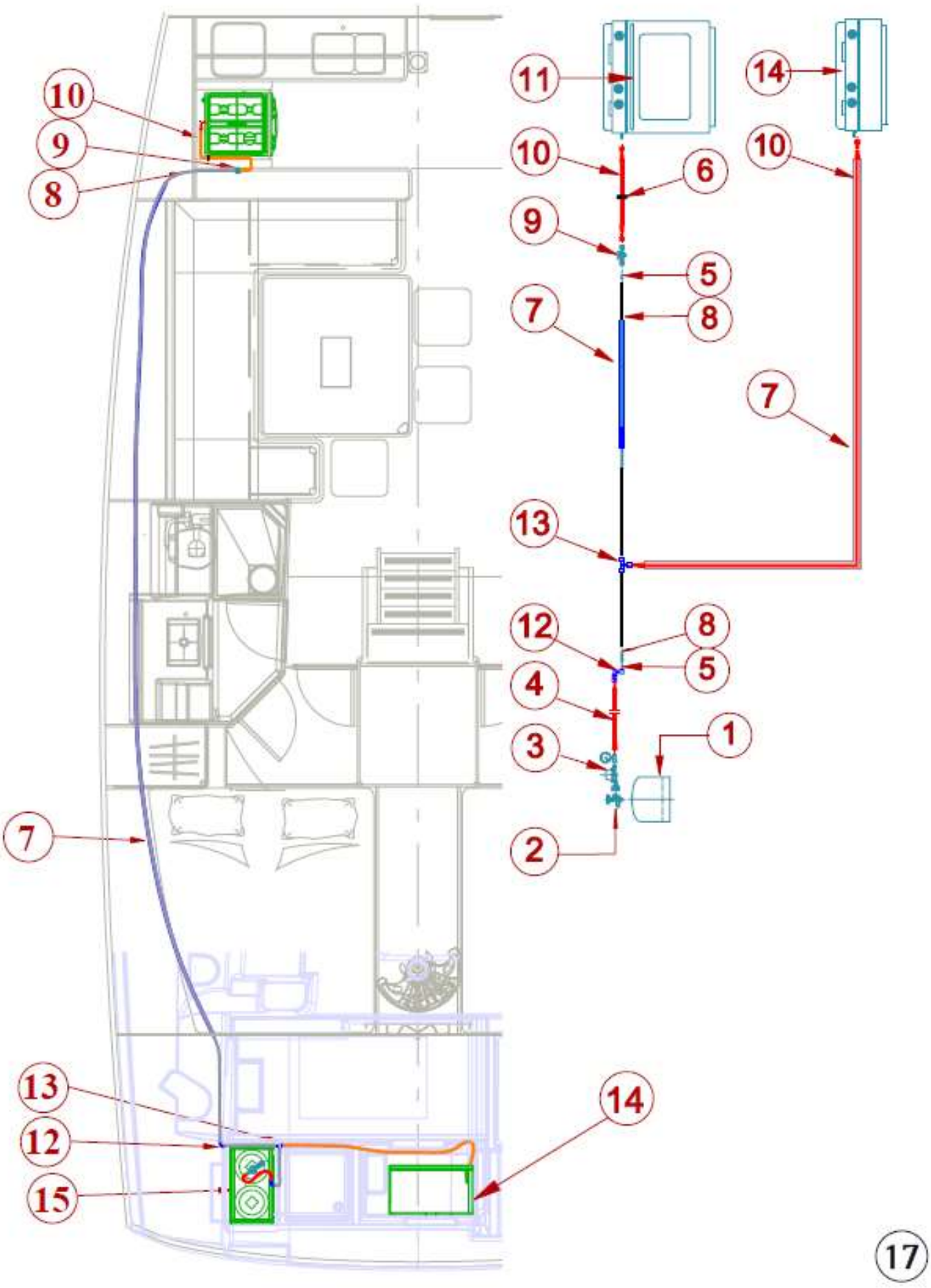
17. Gas system diagram

Label	*Description*
1	11 lbs (1.8 kg) gas cylinder **
2	CE shut-off valve (Fr. or Ger.) **
3	30 mbar CE regulator (Fr. or Ger.) ** / Pressure gauge**
4	Medium-length connecting hose
5	Spacer / tube 6 x 8
6	Watertight bulkhead fitting
7	PVC pipe
8	6x8 copper pipe
9	CE gas shut-off valve
10	Long connection hose
11	Stove / Oven
12	Bulkhead gas locker
13	T-Junction: foldaway*
14	Foldaway*
15	Locker for spare cylinders
*	optional
**	Not supplied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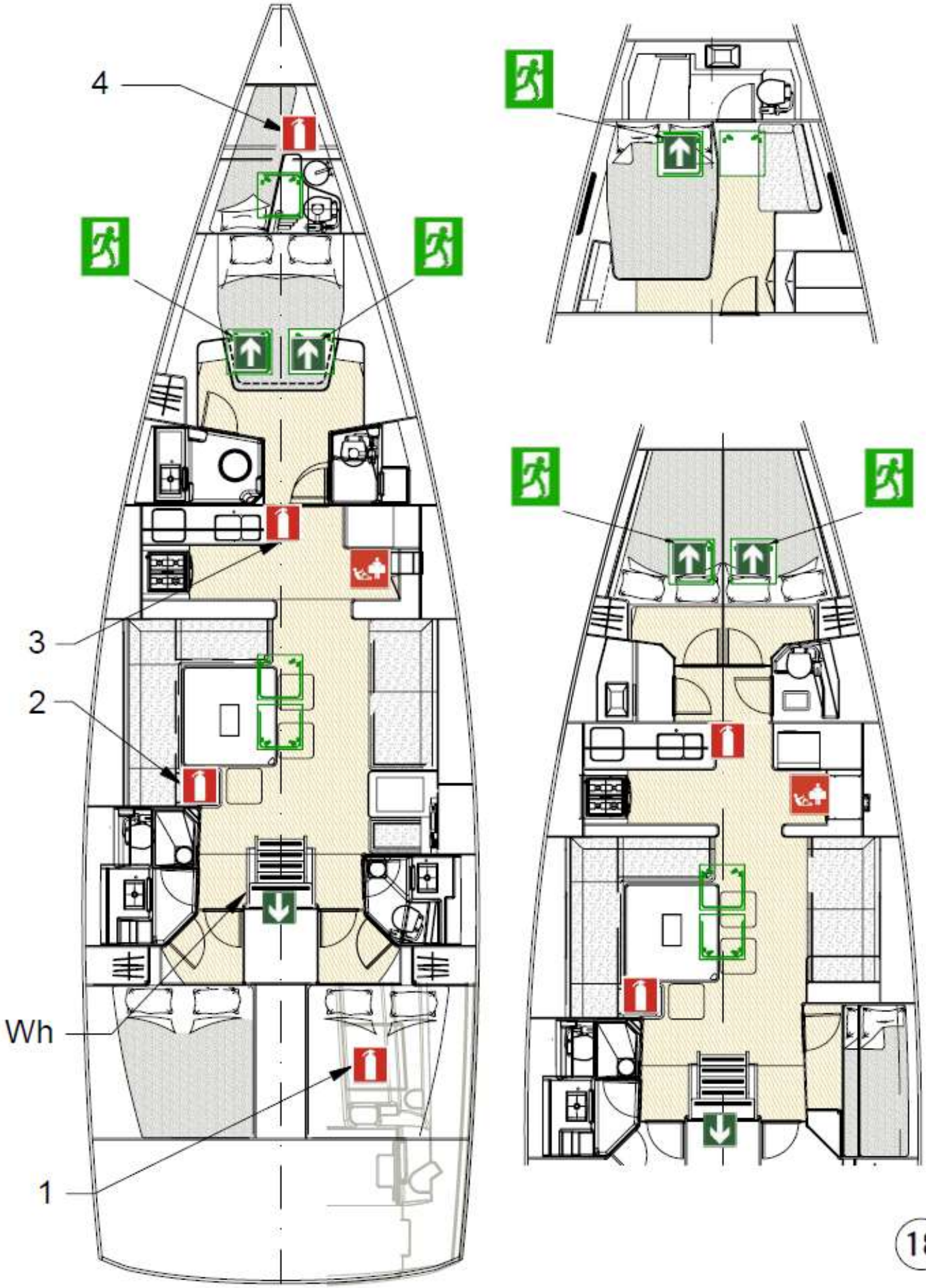
18. Abandon ship plan

Label	*Description*
	Recommended fire-extinguishers locations
1	Cockpit locker: 1 kg powder fire-extinguisher 5A/34B **
2	Saloon banquette: 1 kg powder fire-extinguisher 5A/34B **
3	Galley: 1 kg powder fire-extinguisher 5A/34B **
4	Skipper's cabin (optional)
WH	Engine compartment extinguishing hole
	Emergency exit
	Fire blanket (recommended location)
**	Not supplied



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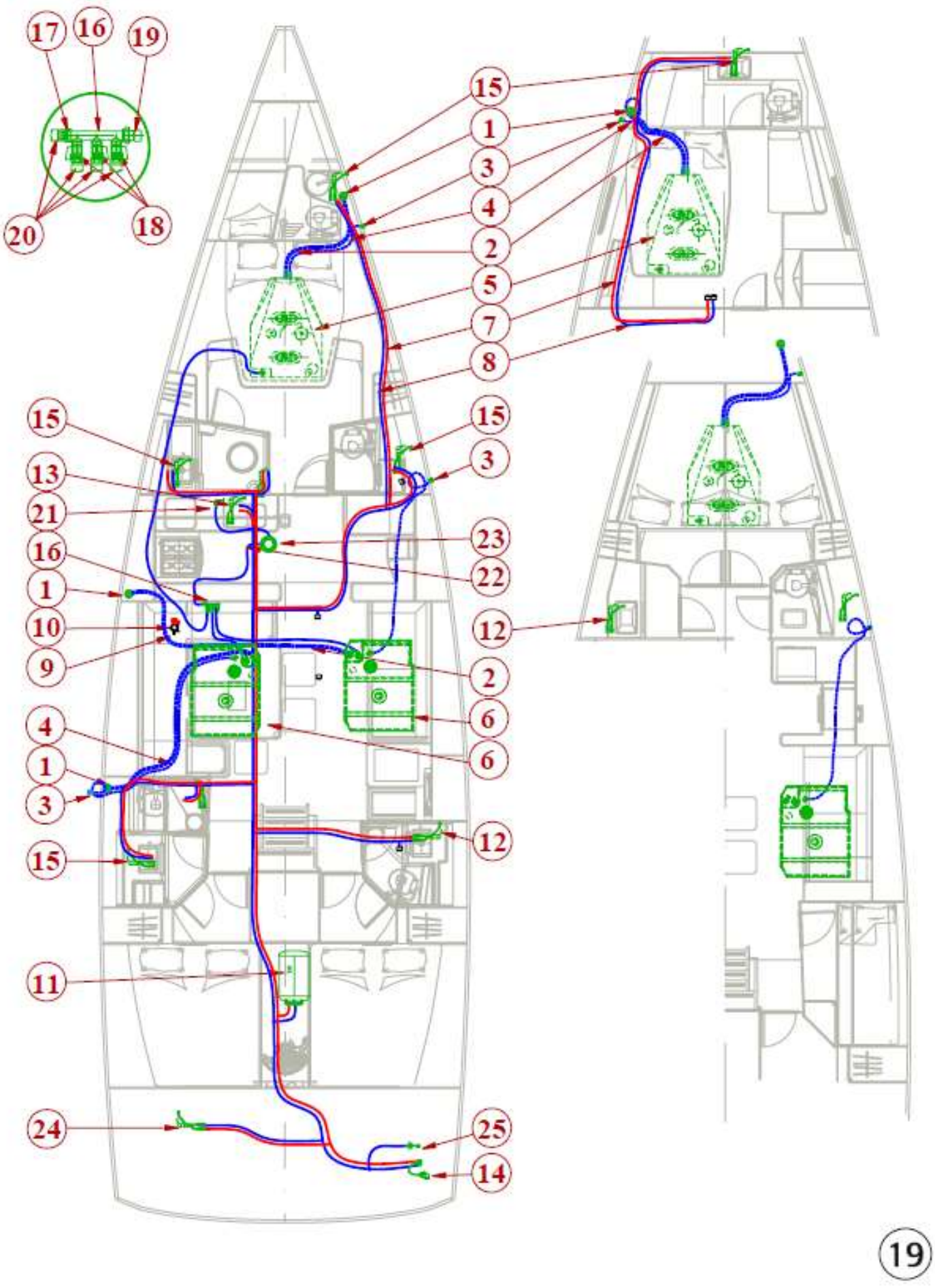
19. Fresh-water system diagram

Label	*Description*
1	Filler deck plate
2	Filler hose
3	Vent
4	Vent hose
5	Foreward water tank 280 L
6	Saloon water tank 200L (x2)
7	Hot water pipe
8	Cold water pipe
9	Pressurized water pump unit
10	Fresh-water pump
11	Water heater
12	Head shower single-lever mixer tap
13	Galley single-lever mixer tap
14	Deck shower
15	Bathroom mixer tap
16	1/2" 3-way manifold
17	3/4"-1/2" PVC reducer
18	½" ¼-turn FF seacock
19	¾" WX F connector
20	½" WX M connector
21	Freshwater/saltwater pump tap*
22	3-way freshwater/saltwater valve
23	Freshwater/saltwater foot pump
24	Mixer tap + shower (foldaway)
25	Deck water intake*
*	Option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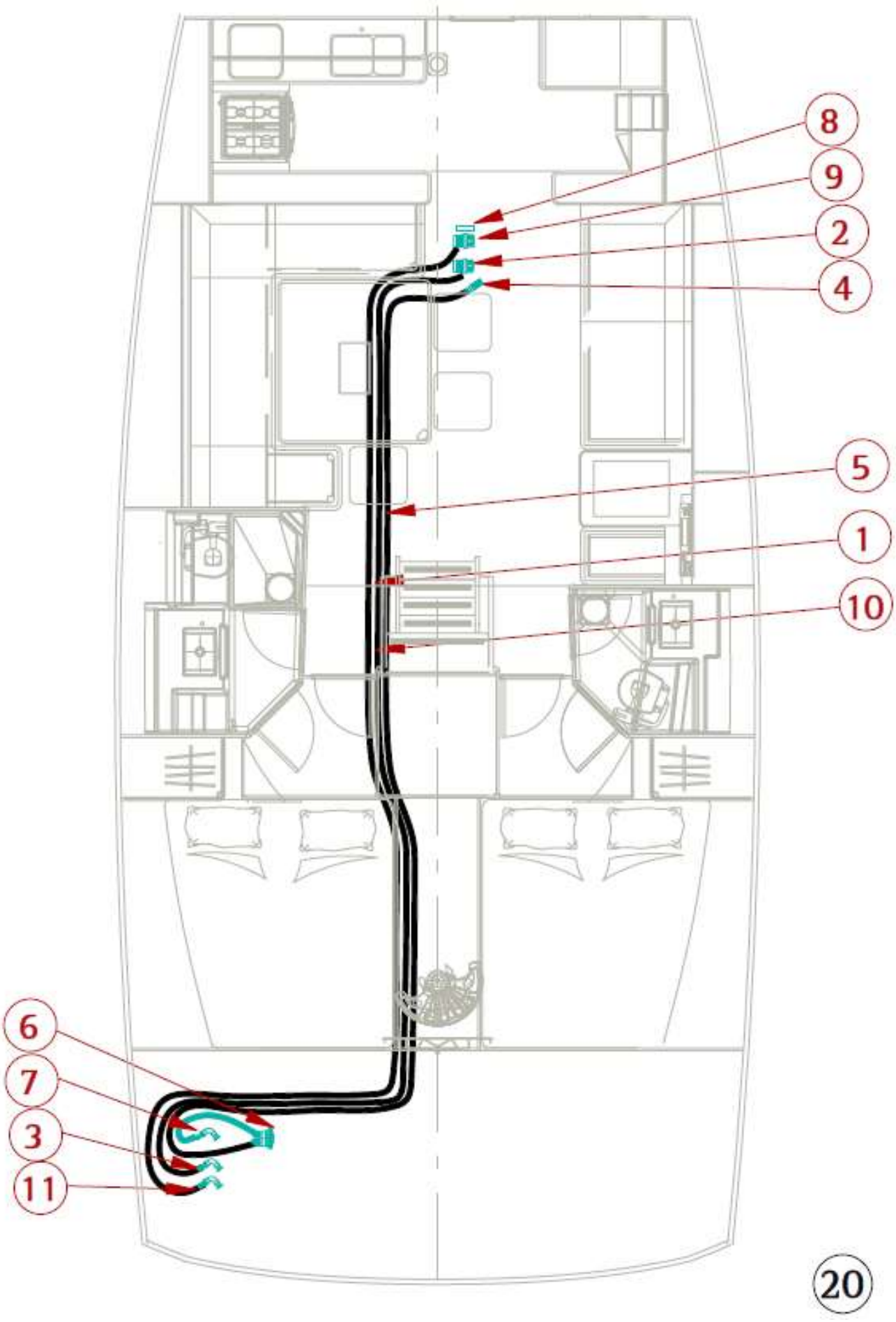
20. Drain system diagram

Label	*Description*
	Electric bilge pump
1	Ø25 discharge hose
2	Orca submersible bilge pump
3	Skin fitting 1"
	Manual bilge pump
4	Strainer with non-return valve D25
5	Ø25 discharge hose
6	Manual bilge pump
7	Skin fitting 1"
	Automatique bilge pump
8	Auto-start
9	Supersub submersible bilge pump
10	Ø25 discharge hose
11	Skin fitting 1"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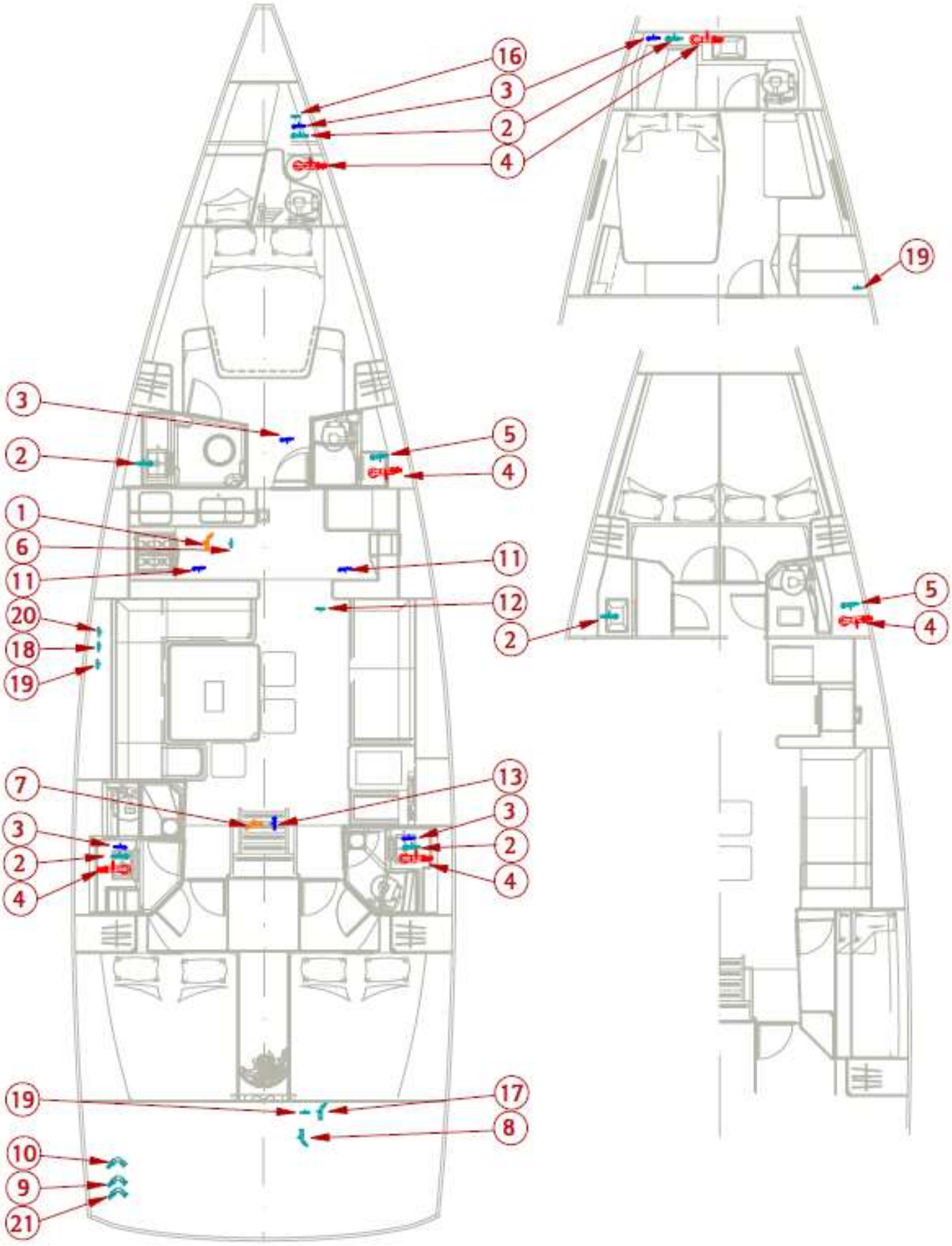
21. Skin fitting location diagram

Label	Description	Ø
	Skin-fittings + seacocks	
1	Galley sink discharge	1-1/4"
2	Wash-basin / shower outlet	1"
3	Toilet sea-water intake	3/4"
4	Toilet discharge	1-1/2"
5	Washbasin discharge	1"
6	Foot pump sea water intake	1/2"
7	Discharge for the far-end locker	1-1/4"
8	Discharge for the cockpit sink	1"
16	Chain locker rinsing	1/2"
17	GE discharge water separator*	1"
18	Air conditioning condensation discharge*	1/2"
19	Air-conditioning discharge* (x3)	1/2"
20	Desalinator waste	1/2"
	Skin-fitting	
9	Electrical bilge pump discharge	1"
10	Manual bilge pump discharge	1"
21	Automatic electrical bilge pump discharge	1"
	Strainer skin fitting*	
11	Sea-water intake for air-conditioning*	1"
12	Raw water inlet for desalinator *	1/2"
13	Generator unit raw water inlet*	3/4"
*	Option	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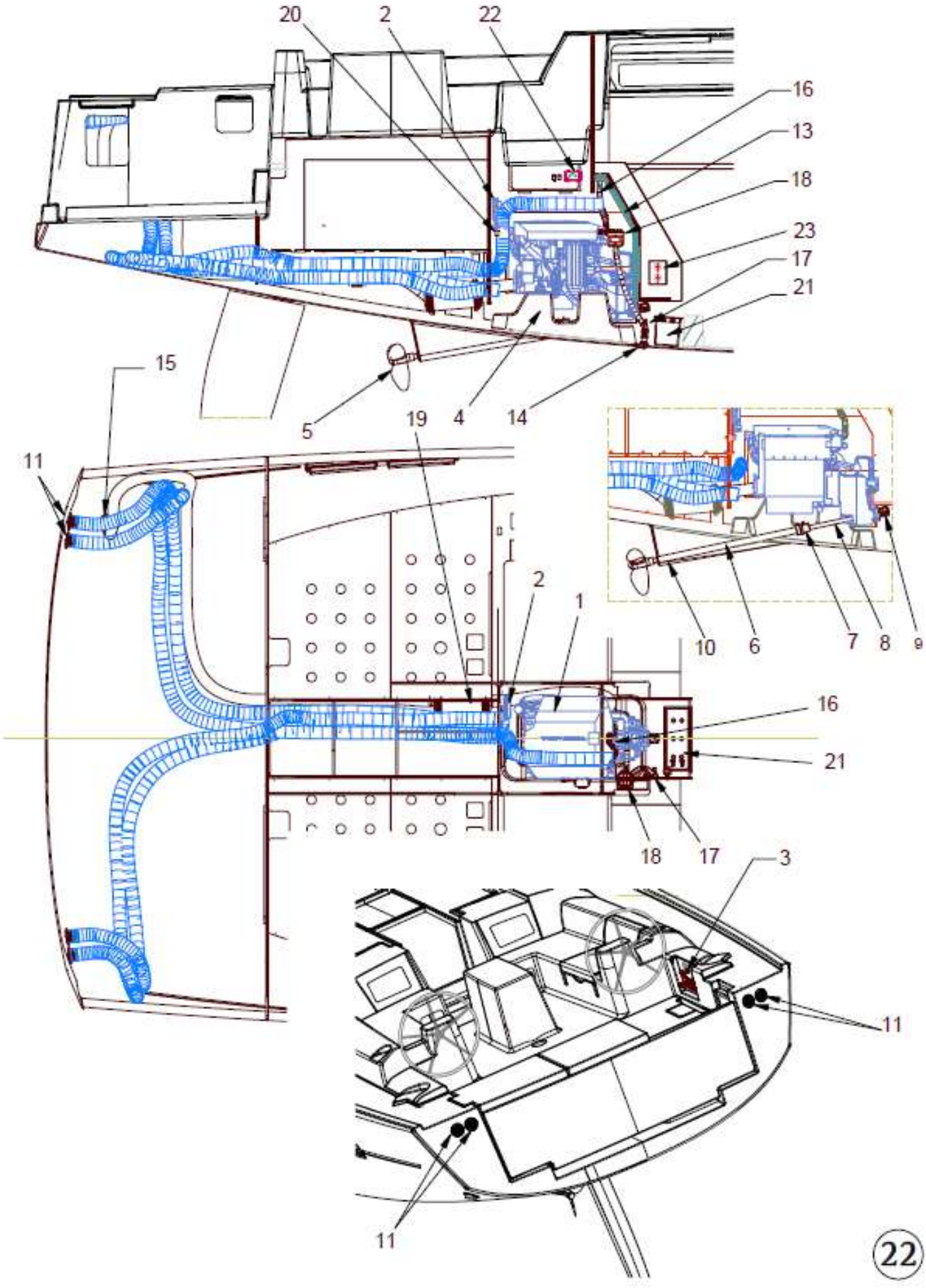
22. Mechanical installation diagram

Label	*Description*
1	Motor + inverter
2	Motor control unit
3	Engine controls
4	Polyester frame
5	Propeller
6	Stern tube
7	Stern gland
8	Propeller shaft
9	Coupling flange
10	Water-lubricated bearing
11	Ventilation grilles
12	
13	Foam insulation
14	Strainer skin fitting*
15	Exhaust outlet
16	Anti-siphon elbow
17	Water intake seacock
18	Raw water strainer
19	Waterlock silencer
20	Bilge fan
21	Engine battery
22	Charge splitter
23	Isolator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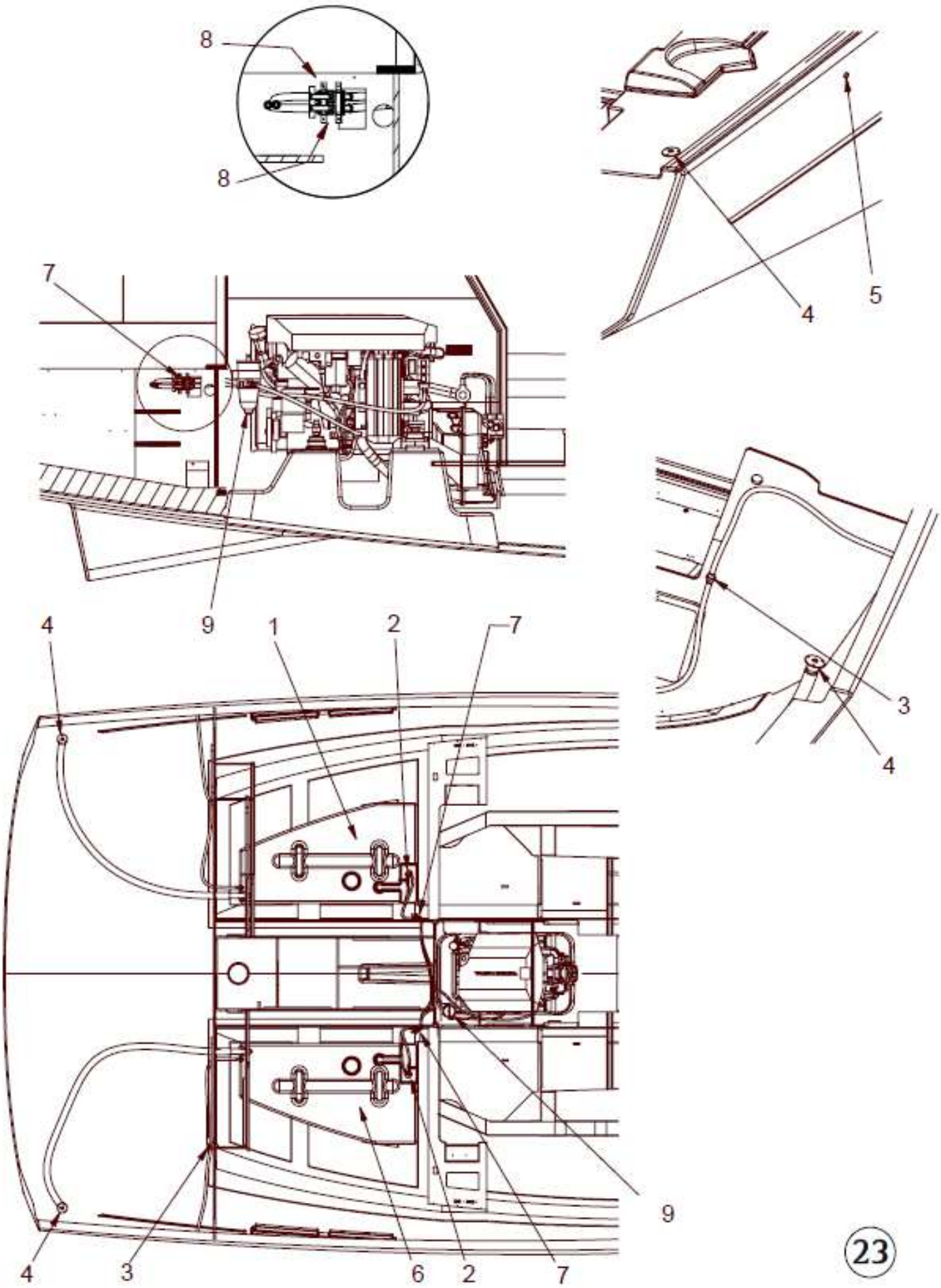
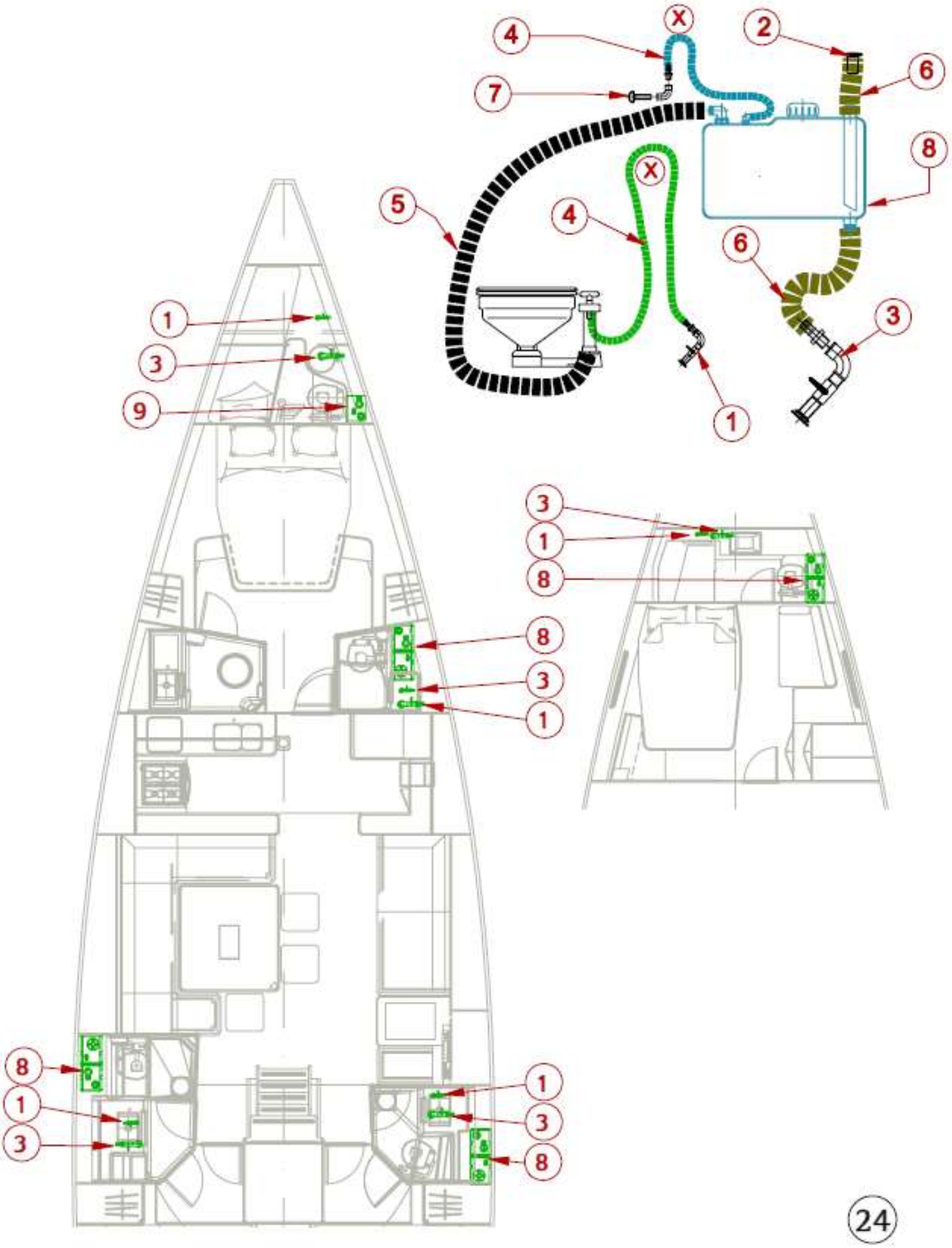
23. Gas system diagram

Label	*Description*
1	Port fuel tank
2	Fuel shut-off valve
3	Overflow vent
4	Fuel deck plate
5	Tank vent
6	Starbord fuel tank
7	Coupling valves / select port / starboard
8	Fast-closing valves
9	Fuel pre-filter


8
8
4
5
7
9
3
4
4
1
2
7
9
4
3
6
2
7

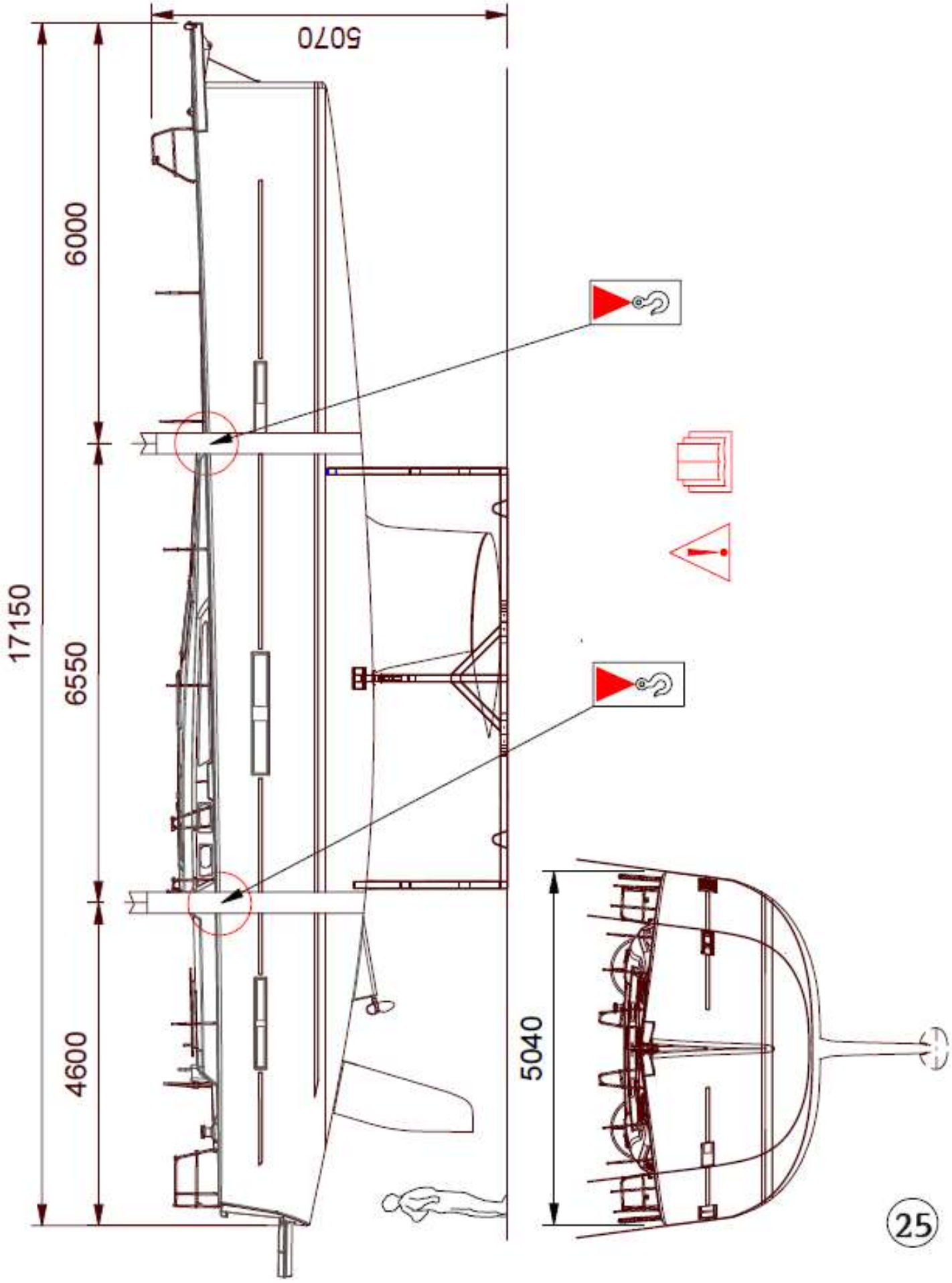
24. Holding tank installation diagram

Label	*Description*
1	Skin fitting & seacock, ¾"
2	Waste deck plate 50 mm Ø
3	Skin fittings & 1-½" seacock
4	20 mm Ø hose
5	38 mm Ø anti-odour hose
6	51 D anti-odor hose
7	¾" chromed brass vent
8	Holding Tank, 50 L
9	35 L polythene holding tank*
X	U-bend
	* Optional


X
4
2
6
7
8
X
5
4
6
3
1
1
3
9
3
1
8
8
3
1
8
1
3
1
3
8
24

25. Lifting diagram

Label	Description
	See red triangular marker under deck-line Light displacement: 17,600 kg Midship beam: 5.04 m Standard Draught: 2.50 m


5070
6000
17150
6550
4600
5040
25

NOTES